

EXCHANGE:  
Closing Quotations:—  
T.T. London 2s. 2½d.  
On Demand 2s. 2-5-16d.

# The Hongkong Telegraph

WEATHER FORECAST  
OVERCAST.  
Barometer 30.00.

(ESTABLISHED 1881.)

Copyright 1916, by the Proprietor.

October 25, 1916. Temperature 6 a.m. 74 2 p.m. 76  
Humidity 81 74

October 25, 1916. Temperature 6 a.m. 76 2 p.m. 83  
Humidity 83 85

7494 日九廿月九

WEDNESDAY, OCTOBER 25, 1916.

三拜禮 號五廿月十英曆 SINGLE COPY 10 CENTS.  
\$36 PER ANNUM.

## TELEGRAMS. CONDENSED.

A HURRICANE DID GREAT DAMAGE ON THE VIRGIN ISLANDS. SHOCKING CONDITIONS AT THE GARDELEGEN CAMP ARE REVEALED. QUEEN MARY APPEALS FOR SUPPORT OF HER NEEDLEWORK GUILD. ALL BRITISH OFFICIALS BELOW 26 YEARS MAY HAVE TO JOIN UP. FRANCE HAS CONCLUDED A LOAN OF \$100,000,000 IN AMERICA. ANOTHER BRITISH LOAN IS EAGERLY AWAITED IN AMERICA. SIR ROBERT BORDEN SAYS THE CLIMAX OF THE WAR IS APPROACHING. NEW ZEALAND'S WAR EXPENDITURE IS NOW \$1,000,000 MONTHLY. 18 NORWEGIAN STEAMERS, OF 22,375 TONS, WERE SUNK IN OCTOBER. OVER 20 ENEMY BATTALIONS UNSUCCESSFULLY ATTACKED RUSSIANS. THE GERMANS ARE CEASELESSLY ATTACKING ALONG THE BYSTRITZA. THE SERBIANS ADVANCED ALONG WHOLE FRONT AND TOOK TRENCHES. A GERMAN SEAPLANE WAS BROUGHT DOWN OFF OSTEND. GERMANY CLAIMS THE CAPTURE OF FREDEAL, RASOVA AND MEJIDIA. IN THE DOBRUDJA, GERMANY CLAIMS CAPTURE OF OVER 6,000 MEN. THE RUMANIANS ARE NOW WITHDRAWING BEHIND THE DANUBE. THE RUMANIAN SITUATION IS EXPECTED TO CHANGE FOR THE BETTER. CONSIDERABLE ACTIVITY IS REPORTED FROM THE FRENCH FRONT. THE LATEST BRITISH GAINS IN FRANCE HAVE BEEN FULLY SECURED. GERMAN ORDERS SHOW FEARS OF REDUCED ARTILLERY POWER. THE RUMANIANS TOOK 300 PRISONERS IN OITUZ VALLEY.

[All telegrams appearing in large type are the latest, having been received during the course of the day. Those in small type have come through over-night.]

## THE RUSSIAN FRONT.

Fierce Battles for Big Stakes.

[Reuter's Service to The "Telegraph."]

October 24, 2.05 p.m.  
Reuter's correspondent at Petrograd states that over twenty enemy battalions, including a whole Austrian Division, participated in a furious assault on Friday in the wooded Carpathians, with the object of securing, regardless of cost, the heights to the east of Kirilbaba. All the attacks were beaten off with crushing losses. One battalion was absolutely wiped out, while another 850 strong had only 170 survivors. The Germans are ceaselessly attacking along the Bystritza. Only field operations are practicable for heavy or light artillery. The breaking of the Russian front in the Bystritza Valley would bring the enemy to the rear of Kimpoolung and of the whole Russian left flank. The greatness of the stake explains the enemy's sacrifices.

## THE GREEK CRISIS.

The Allies' Unity.

October 24, 2.05 p.m.  
Reuter's Paris correspondent says it is reported that the Anglo-French Conference mentioned on the 21st inst. decided on a collective Entente programme for the Eastern front, and also discussed the Greek question, adopting resolutions, which will develop progressively, whereby King Constantine will realise the Allies' unity of action and energy.

## ENEMY SEAPLANE BROUGHT DOWN.

October 24, 3.45 p.m.  
It is officially announced that on the 23rd inst. a naval aeroplane attacked four enemy seaplanes off Ostend, bringing down one and driving off the others.

## OVERSEAS STATESMEN ATTEND PRIVY COUNCIL.

October 25, 6.17 a.m.  
The Rt. Hon. William Ferguson Massey, Prime Minister of New Zealand, and Sir Joseph Ward, Minister of Finance and Posts, attended a meeting of the Privy Council.

## THE SUBMARINE CAMPAIGN.

Norway's Big Losses.

October 25, 6.17 a.m.  
According to Reuter's correspondent at Christiania, eighteen Norwegian steamers, of a gross tonnage of 22,375, were sunk in October. Fifteen million kroner have been paid in war insurance, premiums for which are being raised.

## More Sinkings.

October 24, 1.30 p.m.  
The following vessels have been sunk:—The steamers Raft-sund and Draft, (Norwegian), Hebe, Helga, and Guldberg, (Danish), and two sailing ships.

October 24, 7.45 p.m.  
The British steamers Cluden and Haryess and the Norwegian steamer Eneajell have been sunk.

## Spanish Steamer Rescues Crews.

October 25, 3.50 p.m.  
Reuter's correspondent at Bilbao says the Spanish steamer Victor Chevarri has landed crews of the British steamers Barbara and Midland, and the Norwegian steamer Eneajell, all of which were sunk by a German submarine on October 20. The captain of the Victor Chevarri states that the commander of the submarine ordered him to return to port on the ground that he was carrying contraband, and warned him that his ship would be torpedoed without warning if he was caught again.

## THE CLIMAX APPROACHING.

October 25, 2.10 p.m.  
According to Reuter's correspondent at Ottawa, Sir Robert Borden, Premier of Canada, made a stirring appeal for national service. The climax of the war was he said, rapidly approaching, and Canada's last hundred thousand men may be the deciding factor. Canada's manhood must answer the challenge if the nation was to have an abiding place in future.

## TELEGRAMS.

### THE ALLIED OFFENSIVE.

German Artillery Power Falling Off.

[Reuter's Service to The "Telegraph."]

October 23, 7.20 p.m.  
Reuter's correspondent at the French Headquarters states that a captured document signed by the Chief of Artillery in General von Gallwitz's Army complains of "the terrifying number" of explosions of guns, especially field-guns, which he attributes to inadequate care and unskilful handling. He adds:—"If this is not changed immediately, renewals will not be able to keep pace with the wastage, and the immediate result will be an appreciable falling off in our artillery power."

A similar order from the Headquarters of the First Army shows that the trouble is of long standing.

Another order dealing with barrage fire indicates that the German shell supply is smaller than the soldiers in the front line think necessary.

### The British Gains.

October 24, 1.30 p.m.  
General Sir Douglas Haig, in a communique, states:—"The ground gained yesterday in the neighbourhood of Guadecourt and Les Boeufs was fully secured. There has been reciprocal intermittent shelling during the night. The troops which captured a thousand prisoners on Saturday had only twelve hundred casualties."

### French Aerial Activity.

October 24, 4.25 p.m.  
A Paris communique states:—"There has been lively artillery fire in the regions of Biaches and Ablaincourt. Three enemy aeroplanes were brought down at Verdun and two were forced to descend damaged in Lorraine. An Aviatik was brought down in Alsace. French aeroplanes bombed the railway station at Spincourt and bivouacs at Azannes."

### IN THE BALKANS.

Change for the Better Expected.

October 24, 2.45 p.m.  
Reuter is informed that Rumanian circles in London have always regarded the Dobrudja as a secondary field of operations, and that the situation will shortly undergo a great change for the better. The Rumanians are withdrawing behind the Danube in order to prevent the enemy from securing the oil and other natural riches of the country.

### The Retirement.

October 24, 3.15 p.m.  
A Russian communique states:—"The Russo-Rumanians in the Dobrudja have retired to the heights north of Constanza and Mejidia while resisting the advance of the enemy, who has occupied these two points. Enemy attacks on Orsova have been repelled."

### Fine Serbian Thrust.

October 24, 3.45 p.m.  
A Serbian official announcement says:—"There has been heavy and fierce fighting on the Vardar. Our First Army advanced on the whole length of the front, taking the first Bulgarian trenches."

### Rumanians Capture 300 Prisoners.

October 24, 5.30 p.m.  
A Rumanian communique states:—"The enemy has occupied Constanza. Our left wing in the Dobrudja has been obliged to retire towards Garamust. We repulsed the enemy in Uzul Valley and on the left bank of the Alt River. We attacked along the whole front in Oituz Valley, taking 300 prisoners and ten machine-guns. The enemy is violently attacking at Prodeal, Drago Slavele and in the Jinal Valley. He slightly progressed at the last-named place."

### Enemy's Big Captures.

October 24, 5.50 p.m.  
According to Reuter's correspondent at Amsterdam, a German official announcement claims the capture of Prodeal, Rasova and Mejidia, together with 75 officers and 6,693 men, as well as twelve guns.

October 24, 7.45 p.m.  
The German capture of 6,693 men includes 3,000 taken on October 20, in the Rasova region.

### NEW ZEALAND'S WAR BILL.

October 25, 5.24 p.m.  
A British official message from Wellington says that New Zealand's war expenditure is now a million sterling monthly.

### QUEEN MARY'S NEEDLEWORK GUILD.

October 24, 1.30 p.m.  
Her Majesty the Queen appeals for continued support of her Needlework Guild, which, up to the present, has sent out nearly four million garments to the soldiers and sailors. Her Majesty says that an almost unlimited number of things is needed.

### YOUNG OFFICIALS TO JOIN UP.

October 24, 1.30 p.m.  
It is understood that the War Office has decided that all officials, irrespective of rank and class, below twenty-six years of age, shall be forthwith released for military service.

## TELEGRAMS.

### HORRORS OF A GERMAN CAMP.

[Reuter's Service to The "Telegraph."]

October 24, 2.40 p.m.  
A Government Committee has collected, from three medical officers who were there, shocking evidence concerning last year's outbreak of typhus at Gardelegen, where 11,000 prisoners, including 230 Britishers, were herded in a small camp, where they lived, fed and slept in small huts, with filthy palliasses. There were no tables or stools and the air was foetid. All were half-starved and half-clothed, anemic and emaciated. Many died. The British and French partly subsisted on home parcels, but the less fortunate Russians daily scavenged for potato peel. The sanitary conditions were indescribable. The emptying was done with buckets, and this task was especially allotted to the British until so many were reduced by sickness that they could no longer perform it.

Everyone was covered with lice, and prisoners manifested utter misery and desolation owing to the most brutal terrorism in the form of bullying, kicking and hitting by German under-officers. Then typhus broke out, whereupon every single German "botted," deliberately abandoning his charges, but the latter rejoiced. Sentries were stationed outside to shoot down anybody attempting to leave.

Sixteen medical prisoners of various nationalities, of whom twelve eventually contracted typhus and two died, were brought thither and found the conditions appalling. There were no nursing appliances whatever, and only a few small packets of drugs—no milk or soap or suitable food. Among 2,000 cases the mortality was 15 per cent. Doctors were summoned daily to report at the fence. There was a noteworthy incident when American officials visited Gardelegen. They were shown several carcasses of mutton outside the camp, and the Americans were duly impressed. But the mutton was removed after their departure. The senior British medical officer pays a tribute to the splendid devotion of the French priests and the British and other orderlies.

### VOTING FACILITIES FOR FIGHTERS.

October 24, 1.30 p.m.  
The Times says the Government is considering a scheme whereby soldiers and sailors will be allowed to vote by proxy in the elections in their home constituency, possibly through their wives. A million votes are concerned.

### ALLIED LOANS IN AMERICA.

October 24, 1.30 p.m.  
A New York message says France has concluded a loan of a hundred million dollars to cover exports. Another British loan is eagerly awaited in Wall Street.

[In the event of telegrams arriving too late for insertion on this page they will be found on Page 8 or on Extra.]

## EARLIER TELEGRAMS.

### MANY VESSELS SUNK.

October 23, 12.20 p.m.  
The latest steamers sunk are:—Huguenot, Marchioness and Duke O'Brien (British), Athens, Dido, Farthre, Boen-naug (Norwegian), Alfhild (Swedish), and several British, Norwegian and Swedish sailing ships.

### A "DAILY MAIL" CRITICISM.

October 23, 12.20 p.m.  
The political correspondent of the "Daily Mail" severely criticises the conduct of the Mesopotamian Commission, especially for not calling General Sir O'Moore Creagh and Lord Crewe.

### THE JUFE SCHEME.

October 23, 12.20 p.m.  
The "Times" says that London jute firms declare that the provision in the new scheme whereby Indian houses are called upon to make good depreciation in transit to England will certainly entail loss, as there will be no margin of profit to cover the inevitable depreciation at home. They are of opinion that the better plan would have been to have called off the whole scheme of Government buying.

### AGED ENGLISH DOCTOR SENTENCED.

October 23, 12.20 p.m.  
Reuter's correspondent at Amsterdam says that a sexagenarian Englishman, Doctor Bull, who was dentist to King Albert, has been sentenced to six years' penal servitude. He is believed to have been charged with assisting British military refugees.

### THE VIENNA ASSASSINATION.

October 23, 12.35 p.m.  
Reuter's correspondent at Amsterdam says that Socialist circles regard the assassination of the Austrian Premier, Count Sturgk, as the outcome of his persistent refusal to re-establish Parliamentary Government for Austria.

It is noted that last Friday an influentially convened meeting agitating for this, to which 15,000 were invited and at which members of Parliament had promised to speak, was prohibited.

Austro-German comment shows remarkable anxiety to create the impression that the deed was due to no political motives.

### ULTIMATUM FROM M. VENIZELOS.

October 23, 12.25 p.m.  
According to the Rome correspondent of the "Morning Post," it is stated that M. Venizelos has sent an ultimatum to Bulgaria, demanding the immediate evacuation of East Macedonia.

(Continued on page 5.)

## TELEGRAMS. A TERRIBLE HURRICANE.

[Reuter's Service to The "Telegraph."]  
London, Received, October 23.  
An official message says that as a result of a hurricane in the Virgin Islands, twenty-one deaths have taken place, two thousand people are homeless and the crops are destroyed. Relief measures are being taken.

[In the event of telegrams arriving too late for insertion on this page they will be found on Page 8.]

## EARLIER TELEGRAMS.

### ABYSSINIAN AFFAIRS.

London, Received, October 21.  
Reuter's correspondent at Rome says the forces of Ras Mikhael, who is the father of Lidj Jeama, the deposed Emperor of Abyssinia, occupied Ankober, eighty miles north-east of Addis Ababa, on October 17. The fighting continues.

## DRINK, TOBACCO, AND CANCER.

A Medical Officer's Analysis.

An analysis of the habits of the 135 men and 77 women who died from cancer in Woolwich last year has been made by the Medical Officer of Health for the Borough (Dr. S. Davies). Cancerous persons, he says, included 32 per cent of excessive alcohol users and 41 per cent of excessive smokers. Non-cancerous persons living to a greater age had 14 per cent of excessive alcohol users and 18 per cent of excessive smokers. In other words, the percentage of excessive alcohol drinkers and large smokers among those dying from cancer was more than twice as high as among other persons. "These differences," Dr. Davies continues, "are still more marked if only those who died from cancer of the mouth and throat are considered. Of 68 persons who died from cancer of the lips, tongue, jaws, larynx, oesophagus, and cervical glands, 48 per cent took alcohol excessively, while 75 per cent smoked excessively. Twenty-three of the 51 smoker patients smoked chiefly clay pipes, 16 a briar or other form of pipe, and 10 sometimes a clay and sometimes a briar, two cigarettes, and two cigars. There were only four out of the 21 cases of cancer of the mouth or tongue in which the patients were not smokers. It would appear that both alcohol and smoking (especially alcohol) have some general effect in promoting cancer, but chiefly exert their injurious influences locally. Of the 64 cases of cancer of the mouth and throat 18 (or 28 per cent) were excessive tea drinkers. Tea drinking does not seem to be specially injurious locally or generally as far as cancer is concerned. If the injurious effect of smoking were chiefly due to the local effect of heat one would have expected excessive drinking of hot tea to have had a similar bad result. In 42 cases of cancer of the stomach 15 (or 35 per cent) drank excessively, 16 (or 38 per cent) were large eaters, and 11 (or 26 per cent) were large meat eaters."

## DON'T FORGET.

TO-DAY.

Victoria Theatre—9.15 p.m.  
Bijou Theatre—9.15 p.m.  
New Hongkong Cinematograph—9.15 p.m.

TO-MORROW.

Victoria Theatre—9.15 p.m.  
Bijou Theatre—9.15 p.m.  
New Hongkong Cinematograph—9.15 p.m.

Friday, October 27.

Licensing Sessions.  
Saturday, October 28.  
Gymkhana Meeting—Happy Valley: 3.15 p.m.  
Monday, October 30.  
Daily News, Oct. 28—Extraordinary General Meeting.



## NOTICES.

## THE UNDERWOOD TYPEWRITER

"The Machine you will eventually buy."

## HORNSBY-STOCKPORT

GAS ENGINES AND UCTION GAS PLANTS

OVER 10,000 IN DAILY USE.

HORNSBY OIL ENGINES.

AGENTS FOR:

THE EXPANDED METAL CO. LTD.

EXPANDED METAL FOR RE-INFORCED CONCRETE.

TANVES' MACHINE TOOLS.

FAIRBANKS, MORSE &amp; CO.

All kinds of Machinery and

Engineering Supplies.

BOUGLAS AND GRANT

Rice Mills and Steam Engines.

FRANCIS WEBSTER AND SONS

LIDDERWOOD MANFOS. CO.

Hoisting Engines, Pile Drivers, &amp;c.

SUTER HARTMANN AND RANTJEN'S

COMPOSITION CO. LTD. OF LONDON.

THE "RED HAND" BRAND.

Anti-Fouling and Anti-Corrosive

Paints.

VARIOUS OTHER MANUFAC-

TURES.

Quotations for any description of Machinery or Engineering Plant on application

DODWELL &amp; CO. LTD. Machinery Dept.

## THE STANDARD LIFE ASSURANCE CO.

New Scheme for Children's Early Endowment.

Principal features: Small Premium. Liberal Surrender

Value. No Medical Examination. Return of Premium in the Event of

Death, and Numerous Options at the Age of 25.

Write for Pamphlet and Full Particulars to

DODWELL &amp; CO. LTD. Agents

## APEXIOR

THE MOST RATIONAL REMEDY  
FOR BOILER TROUBLES.

SOLE AGENTS:-

THE EASTERN ASBESTOS CO.

Queen's Building, Chater Road, HONGKONG.

## THE HONGKONG ROPE MANUFACTURING

CO., LTD.

ESTABLISHED 1883

MANUFACTURERS OF

## PURE MANILA ROPE

8 STRAND

CABLE LAID

4 STRAND

14 to 15"

5" to 15"

3" to 10"

CIRCUMFERENCE

CIRCUMFERENCE

CIRCUMFERENCE

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application.

SHEWAN TOMES &amp; CO.,

General Managers.

JUST LANDED.

BOORD'S  
OLD TOM  
GIN."CAT ON BARREL"  
BRAND.

SOLE AGENTS:-

CALDBECK,  
MACCREGOR

&amp; Co.

WINE AND SPIRIT

MERCHANTS.

Telephone No. 75.

## NORTH BRITISH

AND

MERCANTILE  
INSURANCE CO.,

in which are vested the shares of

THE OCEAN MARINE

INSURANCE CO., LTD.

AND

THE RAILWAY PASSEN-

GERS ASSURANCE CO.

The Undersigned AGENTS for

the above Company are prepared

to ACCEPT RISKS against

FIRE at Current Rates.

SHEWAN, TOMES &amp; CO.

Agents.

## Yorkshire

Insurance Co., Ltd.

ESTABLISHED 1884.

The Undersigned AGENTS for

the above Company are prepared

to ACCEPT RISKS against FIRE

at Current Rates.

SHEWAN, TOMES &amp; CO.

AGENTS.

## NOTICES.



Gold Medal International Medical Congress Exhibition.

By Royal Appointment to the Court of Spain.

## Builds Bonnie Babies

To be obtained at all Chemists &amp; Stores.

ASK YOUR DOCTOR!

## HOTELS AND CAFES.

## THE HONGKONG HOTEL

AND

## GRILL ROOM.

J. H. TAGOART, Manager.

## PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.

FIFTEEN MINUTES FROM PRINCIPAL LANDING STAGE.

FIRST-CLASS RESIDENTIAL AND TOURIST HOTEL. Unrivalled for Comfort, Health and

Convenience. Telephone in Every Room; prompt connection maintained by six lines to Central.

Moderate Tariff and Excellent Cuisine, Roof Garden and Social Rooms. European and Chinese Steamers.

P. O. FEUSTER, Manager.

## GRAND HOTEL.

A first-class and up-to-date Hotel, most central location, within the vicinity of all the principal Banks

Noted for the best Food, Refreshments, Accommodation and Cleanliness. Cuisine under European

Supervision.

A first-class string Orchestra renders selections from 8.30 p.m. to 11.30 p.m.

Special monthly terms for residents and for shipping people.

For further particulars apply:-

MANAGER.

Telephone No. 197.

Telegraphic Address "COMFORT."

## KING EDWARD HOTEL.

CENTRAL LOCATION.

ELECTRIC LIGHTS AND LIGHTING.

TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS.

Tel. 373

Telegraphic Address: "VICTORIA"

J. WITCHELL

Manager

## ST. GEORGE'S HOUSE.

2 and 4, KENNEDY ROAD. Telephone 115.

Private hotel, affording every comfort. Large and airy rooms.

Splendid View of Harbour. Excellent Cuisine under Personal

Supervision of the Proprietress.

For Terms apply:-MRS. LOSSIUS, Proprietress.

## STATION HOTEL.

KOWLOON.

First class and most up-to-date Residential and Tourist Hotel. Two minutes

from the Ferry. Moderate tariff and most excellent cuisine under entirely European

management. Monthly and Family rates can be arranged on most reasonable

terms.

Apply:-THE MANAGERESS, Kowloon.

Telegraphic Address: "TERMOTEL" Code Used: A.B.C. 5th Edn.

## THE PALACE HOTEL.

INSTALLED THROUGHOUT WITH ELECTRIC LIGHT, FANS AND BELLS.

DINING AND GRILL ROOM UNDER DIRECT SUPERVISION OF

THE PROPRIETOR.

R.H. THE HOTEL IS NOW OPEN TO RECEIVE MONTHLY BOARDERS AND

OFFERS SPECIAL TERMS TO RESIDENTS AND MERCANTILE MARINE

OFFICERS.

A first class string Orchestra renders selections from 8.30 p.m. to 11.30 p.m.

Proprietor:-

F. E. HALL.

Shaukiwan Road. Telephone No. 907.

Meals a la Carte.

BOWLING ALLEY NOW OPEN.

Manager, W. GALLAGHER.

## NEW MACAO HOTEL.

PRAYA GRANDE, MACAO.

The above Hotel was opened on August 1st, 1918, under new proprietorship and Management. The

Hotel now offers, for Residents and Tourists, excellent accommodation. Large dining room facing the sea.

It has been entirely renovated throughout and newly furnished, and is now up-to-date in every respect.

Large and airy rooms, excellent sanitary arrangements, Hot and Cold Bath, Electric Light and Fan.

Private and Public Bar and Billiards. Terms Moderate. For further information apply to

Telegraphic Address "Phoebe" THE MANA

## ALEXANDRA CAFE.

Our Bread is made from the Best Quality Flour only and can be obtained and orders taken at

ANY WEBS DAIRY, 11, Peking Road, ON LEE COMPANIES, Haiphong Road, HUNG CHEON

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

COMPANIES, Haiphong Road, KOWING TONG, COMPANIES, Haiphong Road, KOWING TONG, COMPANIES,

## NOTICES.

It cannot be beaten for reliability and simplicity. Have  
you noticed the smooth running of the new "FORD"?  
Call and inspect the latest 20 h.p. 5-passenger "Ford"  
Touring Car.

## THE HUMMOBILE.

HUMMOBILE.



HUMMOBILE.

A high-class car in every respect. We have in  
stock a 45 h.p. 7-passenger "HUMMOBILE" Touring  
Car, equipped with Electric Lights, Electric Horn,  
Electric Starter, and all latest improvements.

## ALEX. ROSS &amp; CO.,

4, Des Voeux Road Central,

Sole Agents.

## THE

JUNGNER ELECTRIC  
ACCUMULATOR.Strong, solid and compact. Iron and Nickel Electrodes  
with caustic potash in strong iron box. Minimum use of  
materials. May be charged a thousand times without  
lowering its efficiency; may be charged and discharged  
in minimum time and to its full extent without  
injury. May be kept unloaded for any length of time  
and is absolutely safe from self-discharging when  
left even a longer time loaded and out of use. Salt  
water has no injurious effect on the accumulator.

An ideal accumulator for any kind of lighting or ignition device.

A LARGE ASSORTMENT OF ACCUMULATORS AND CELLS

AND A FRESH SUPPLY OF

THE "NIFE" LANTERN

AN ELECTRIC ACCUMULATOR HAND-LANTERN (SWEDISH MAKE)

HAS JUST ARRIVED.

SOLE AGENTS FOR CHINA:-

## A. B. THE SWEDISH TRADING CO., LTD.

Telephone No. 171. YORK BUILDING (TOP FLOOR)

Tel. No.

1877.

## THE COLONIAL DISPENSARY.

COLIN MACKENZIE &amp; CO.

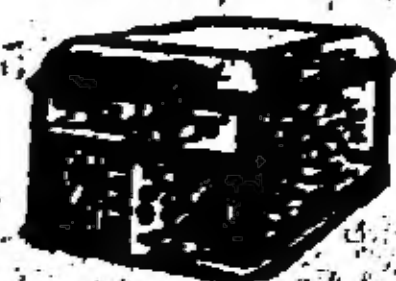
CHEMISTS &amp; DRUGGISTS

14, QUEEN'S ROAD CENTRAL, HONGKONG.

AT LAST.

The enemy firms which manufacture Nerve Strengthening Food are  
at last to be wound up under the Trading with the Enemy Act. Now if  
you want a nerve strengthening food you must buy it from an  
English firm.

WE SELL SANAPHOS.

AN ENTIRELY BRITISH PRODUCT - prescribed by the highest  
medical authorities. An ideal summer tonic for reconstructing the  
worn nerve tissue. We can recommend it.  
Price \$1.50 per bottle.MUSIC  
WHILE  
YOU  
BATHETHE ROBINSON PIANO  
CO., HAVE SPECIALLY  
NEAT MODELS IN  
GRAMAPHONES SUITABLE  
FOR LAUNCH PINCIES AND  
BATHING PARTIES. CALL  
IN AND HEAR THEM.

## GENERAL NEWS.

George Robey, Auctioneer.  
Mr. George Robey acted as  
auctioneer on the Exchange Flags  
at Liverpool, at the sale of the  
donkey Finsella on behalf of the  
British Meat and Allied Trades  
Red Cross Auction. In London  
recently Mr. Robey secured \$230  
for this donkey, but on this oc-  
casion his efforts produced from  
different bidders, who consented  
to the lot being put up again, the  
splendid sum of £1,715. Mr.  
Robey also offered the Lord  
Mayor's silk hat for sale and it  
brought in 28 guineas.Spitzbergen.  
Who owns Spitzbergen?  
Nobody, according to Shipping  
Illustrated. "The conditions at  
Spitzbergen are unique," it says,  
"in that this is probably the only  
inhabited and promising part of  
the world that is under the  
sovereignty of no country, has no  
government of any kind, and no  
police force, courts, laws, or  
regulations." There are valuable  
coal deposits on the principal  
island, all above sea-level, and  
after the war is over no doubt a  
government will be organized to  
care for the four hundred persons  
who are engaged in developing  
these mines.General Hunter Liggett.  
Admiral Winterhalter, Com-  
mander-in-Chief of the United  
States Asiatic Fleet, having been  
informed that Brigadier General  
Hunter Liggett, United States  
Army, Commanding the Philip-  
pine Department, was to visit  
China, sent him a cordial invita-  
tion to include Shanghai in his  
trip. Unfortunately, says the  
N. C. Daily News, General  
Liggett has not been able to  
accept, a matter of great regret  
to all officers and men of the  
Asiatic Fleet and to the American  
community of Shanghai. General  
Liggett will reach Tientsin on  
October 26 where he will remain  
for two days before going to  
Peking for a two day's visit. From  
Peking the General will go to  
Tientsin from which port he will  
leave on November 3 for Manila  
on the U.S. Army transport  
Warren.Trainload of Rubber.  
According to Daily Financial  
America twenty carloads of crude  
rubber—a solid trainload repre-  
senting a value of \$1,000,000—  
recently crossed the continent to  
New York from San Francisco via  
the Ogden route of the Southern  
Pacific Railway. This shipment,  
which came from Singapore, is the  
first consignment of rubber of such  
magnitude to go overland via San  
Francisco. It appears that the  
material was shipped by the East  
Asiatic Co., a Dutch concern with  
plantations and trading posts in  
various parts of the world. After  
it was rumored that the Suez  
Canal would be closed, and  
German submarines became  
active in the sinking of British  
merchantmen, large manu-  
facturers in the United States  
decided that they could not afford  
to run the risk of getting their  
Eastern rubber by the regular  
route—namely through the Suez  
Canal to London and thence to  
New York.The Yunnan Opium Case.  
Peking Oct. 14.—Some time  
ago, when Chi Yo-ling, Provincial  
Chief of Kiangsu, reported by  
telegraph that Tang Chi-yu was  
suspected of being seriously im-  
plicated in the opium case of  
Shanghai, he was telegraphically  
ordered to have him summoned to  
Court for trial so as to have the  
matter cleared up. Now, the  
said Provincial Chief reports  
that the present address of  
Tang Chi-yu is not known, and  
that Tang appears to be guilty  
and afraid to undergo a trial. He  
suggests that Tang should be  
hunted first and in the event  
of his ultimately surrendering  
himself to the Court and being  
proved innocent, he will request  
the cancellation of the penalty,  
etc. Tang Chi-yu is hereby  
cashed from the Army and  
deprived of his decorations. Let  
the Court of Justice at Shanghai  
make inquiries as to his where-  
abouts and hold a lawful trial of  
his case.For a good solid meal, a la  
Carte or Table d'Hôte, with  
Wines & Liquors of the Best,  
ALEXANDRA CAFE.







# OUR GIANT LAVENDER TALCUM

IS REAL VALUE IN THE FINEST & PUREST  
LAVENDER TALCUM

1 lb. Size for \$1.00

ANTISEPTIC. SOOTHING. HEALING.  
KEEPS THE SKIN COOL AND HEALTHY.

A. S. WATSON & Co., Ltd.,  
HONGKONG DISPENSARY.  
Telephone No. 16.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but as an evidence of their bona fides. All communications intended for publication should be addressed to the Editor. Business correspondence should be sent to the Manager.

## NOTICE TO SUBSCRIBERS.

The rates of Subscription to the "Hongkong Telegraph" will be as follows:—Daily issue—\$36 per annum. Weekly issue—\$13 per annum. The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. One copy sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is \$1.00 per quarter.

Single Copies: Daily, ten cents. Weekly, twenty-five cents (for cash only). Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. (Payable in Advance.)

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamcen, Canton, who have been appointed our agents there. By Order, "HONGKONG TELEGRAPH."

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, OCTOBER 25, 1916.

## THE REGISTRATION ORDINANCE.

Some months have passed now since the Registration of Persons Ordinance became law, but as yet the public has been given no very definite reasons for its enactment, neither have any of the facts which it has revealed been made public. The measure obviously was not intended merely to satisfy the Government on the point as to who were and who were not serving in one or other of the local voluntary forces, for by its provisions the obligation of registering was placed on certain foreigners as well as on Britishers. We may presume that the Government had its own reasons for bringing the Ordinance into being, and there can be no doubt that, both from the point of view of revealing the slackers and of indicating the number of foreigners other than Chinese at present in the Colony, the information which has been obtained will be of the utmost value to the authorities.

There will, of course, be points on which the Government will desire to keep to itself the information gleaned, and quite rightly so. But we should have thought that, by this time, some statement might have been made as to what the situation is in regard to the percentage of eligible young men who have joined either the Volunteers, the Volunteer Reserve or the Police Reserve. The Government at Home told the public the facts gathered through the medium of the Registration Act, and the public here is justifiably curious as to what is really happening on this point. His Excellency the Governor has more than once publicly stated that all eligible young men belong to one or other of the forces named, and that view is also put forward in the Hongkong Blue Book report for the past year, which contains the following words:—"By the end of the year every Briton, not physically unfit or specially excused on the ground of the performance of other work for the Colonial Government, had joined the local Volunteer Force." What data these statements were based on we do not know, but it is not without interest that, in his latest Council speech, His Excellency said:—"It is astonishing to me to find that, after all the efforts that have been made, there are still men holding back." The public has long known that fact, even if the authorities have only recently become acquainted with it. Why, therefore, should the air of mystery be preserved any longer? There is nothing to be gained by keeping back the precise figures on this matter. Let the facts be plainly stated, so that we may know definitely where we stand.

As we have before stated, it is a pity that when this Ordinance was introduced the opportunity was not taken of putting some sort of servant registration scheme into force. In that way, the Ordinance, useful as it is, would have been rendered a more valuable measure still. And there is at least one other respect in which it could have performed a beneficial service—namely, by a provision requiring all Chinese other than British subjects to register themselves. At the present time, much uncertainty exists as to who are and who are not British subjects among the Colony's large Chinese population, and, by reason thereof, men who are loyal to His Majesty in every way, are mixed up in the public mind with scoundrels and schemers from Canton and adjacent places. If our idea were put into force, those reputable Chinese who claim British citizenship would be separated from the others, on whom, in consequence of registration, the authorities could keep a vigilant eye.

## Hongkong and the Germans.

Several of our readers are remarking on the fact that, in the Aunt Sally sent at the Hongkong Fair last week, though the engaging features of the Sultan of Turkey, General von Hindenberg and the late Roger Casement of inglorious memory were exposed to the "abuse" of the vulgar, there was no effigy of the Emperor of Germany or of that interesting degenerate, his son and heir. Surely this was an unfortunate omission from a cash point of view, for any man would have spent his money freely for the sake of potting at these two specimens of the pachyderm. In private conversation we have done our best to contradict rumours to the effect that the saving of this precious pair from the pillory was intentional. We prefer to believe that there is no man in this Colony who would be so party to shielding the enemies of King George, and that the omission was a pure accident. At the same time, care should be taken to avoid a repetition of such accidents. Already ugly things have been said as to the existence of pro-Kaiser sentiment in Hongkong, and colour has been given to these by the delay in winding up enemy firms, in internment the many Germans who were at large for some while after war began, in allowing the German coast-arms to remain over the Deutsch Asiatische Bank, and in the matter of expunging enemy trade marks. If there is this laxity now, while the Kaiser's disciples are killing women and children and torturing wounded prisoners, what hope can we have that Hongkong will set its face definitely against the return of these vermin to the Colony when peace is declared? The accident is a most unfortunate one, and will not readily be forgotten.

## Our Rag Pickers.

We feel that it is again time to call the attention of the police or the Sanitary Department (or both) to the amount of dust-rummaging that occurs nightly along Queen's Road Central—principally outside the Astor House Hotel and at the foot of Zetland Street. Here to the Sanitary Department's shame be it said—uncovered bins of household refuse are exposed, roughly speaking, from dinner time till mid-night; and, on any evening in the week, cadgers may be seen pawing these over, littering the gutter and pavement, and adding quite needlessly to the prevailing stench of the locality. If these people see a policeman in uniform approaching, they quickly contrive to render themselves invisible. Occasionally arrests have been made, but the punishments inflicted do not seem to have acted as any deterrent, and we distinctly remember that one magistrate went the length of endeavouring to show that the defendant was not "depositing rubbish." Surely two or three plain-clothes Indian or Chinese constables could be spared for the work of riddling these pests. If this were done, and if the Sanitary Department would give a hint to the Bosch, the filthy nuisance might be ended.

## Blind Beggars.

For some considerable time past, two little blind Chinese girls have been roaming around the streets of the Colony pestering passers-by for alms. They can be seen almost any day along Queen's Road Central and in Pedder Street. Many of our readers have no doubt noticed them. In cases of this kind we are not so hard-hearted as to urge that the police should swoop down on the poor creatures and drag them before the Magistrate, but it should surely be some one's business to see that our streets are kept free from unfortunate juvenile beggars of this kind. There are numerous institutions in the Colony for succouring the helpless and the distressed, and it would be an excellent plan if steps were periodically taken by each body to remove people of this type from our streets and place them in comfortable surroundings. The lot of these helpless children, who are too often made capital of by lay, money-grabbing louts, must be anything but a happy one. They would be a thousand times better off in mind and in body if only they could be taken into a charitable institution of some kind.

## DAY BY DAY.

DON'T FEEL SORRY FOR YOURSELF: FEEL SORRY FOR THE FOLK WHO HAVE TO LIVE WITH YOU.

The Weather.  
At the Peak 8 a.m. Temp. 72; dull. (1915, 77 sunshine.)  
Lower level 8 a.m. Temp. 78; dull. (1915, 77 sunshine.)

The Mails.  
English Mail.—Due per s.s. Nyanza to-morrow.  
Siberian Mail.—Closes per s.s. Nyanza at 5 p.m. to-morrow.

The Dollar.  
The opening rate of the dollar on demand to-day was 2s. 2.5/16d.

To-morrow's Anniversary.  
To-morrow is the 152nd anniversary of the death of Hogarth.

Dairy Farm Shares.  
Dairy Farm shareholders are reminded that Tuesday, October 31, is the last day for taking up shares of the new issue.

Returned.  
Mr. and Mrs. R. Sutherland, Mr. and Mrs. J. M. McHatchoon and Mrs. C. Humphreys returned to the Colony by the Shinyo Maru to-day.

Canton "Our Day" Fund.  
The following additions to the Canton "Our Day" list are forwarded to us for publication:—Mr. G. Houlston, \$20.00; Capt. Olivecrona, \$15.00; Bank of Taiwan, \$10.00; Mr. N. A. Worley, \$10.00.

Allice Memorial Hospital.  
The Hon. Treasurer of the Allice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—St. John's Cathedral, \$115.80; St. Peter's Church, \$15.

Hospital Collection.  
The Acting Secretary of the Church Missionary Society begs to acknowledge with thanks the receipt of \$13.81, being part proceeds of collection at St. Peter's Church, West Point, for the C. M. S. Hospital at Pakhoi under the charge of Dr. Neville Bradley.

Not His Property.  
Having been given six pieces of gold to make into bangles and finger rings, a goldsmith, of Bonham Strand, saw fit to sell them and convert the money to his own use. The gold was valued at \$35. When charged before Mr. C. D. Melbourne, at the Magistrate's Court this morning, he was sentenced to six weeks' hard labour.

Victoria Theatre.  
A new programme was introduced at the Victoria Theatre last night, the best feature of which was a cinematograph version of Lucien Rosenberg's "Zizi"—an immensely funny little piece, superbly acted. The third and fourth episodes of the America serial: "The Broken Coin" were given, and, in addition, some good comedies.

Motor Lorry Accident.  
A street coolie, aged about forty years, has been sent to the Government Civil Hospital suffering from severe bruises to the shoulder, sustained through being knocked down by the Government motor lorry at Morrison Hill Road yesterday. The lorry suddenly swerved, and getting out of control, ran down the hill for some distance, the coolie being unable to get out of the way.

Commodore's Gardener in Trouble.

A Chinese gardener in the employ of Commodore H.G.G. Sandeman, was charged at the Magistrate's Court this morning, before Mr. C. D. Melbourne, with stealing two pulleys from the Naval Yard. The man was found to have the pulleys tied round his leg. It was stated that nothing was known against him. He was sentenced to 14 days' hard labour and four hours' stocks, the stocks to be placed outside the Naval Yard.

A Lad's Theft.  
Before Mr. F. A. Hazeland, at the Police Court this morning, a Chinese lad was charged with stealing a gold watch, valued at \$80, money amounting to \$20, a pair of gold sleeve links valued at \$13, and a pair of canvas shoes valued at \$8. It appeared that the boy lived with his father at 5, Wood Road, Wanchai, and the stolen articles belonged to another man living in the same house. His Worship sentenced him to two months' hard labour and four hours' stocks.

## CONCERNING SINGAPORE.

With Some Hongkong Side-Slaps.

MUTINY MUSINGS AND VOLUNTEER SKETCHES, by W. Arthur Wilson, Singapore, 1916. Kelly and Walsh.

Mr. W. Arthur Wilson is a young Singapore journalist of great promise, who was formerly on the staff of the South China Morning Post, and, in "Mutiny Musings," he has given his readers about a hundred pages of smooth-running jollity, punctuated just once or twice with a note of seriousness. The book is manifestly the work of a man who can still evince, without affectation, all a boy's glorious and irresponsible gaiety, and can find matter for laughter in those very misadventures and minor hardships, contingent on volunteering, which move older and more liverish men to care and to swear.

It is prefaced by a very sympathetic introduction, written by the Singapore G. O. C.—Brig. General Ridout, O. M. G., who sees in it, among other things, a pleasing reminder of the efforts made by the Singapore civilians, during the anxious days of the Indian outbreak last year, to quit their homes and play the game by their brethren in distress. The book, adds General Ridout, "has a lesson to teach which we shall all do well to learn. It should never be possible again for anyone, even in fun, to be able to write of unpreparedness."

Through the happy fooling of the sketches runs a fine thread of evidence that the author, so far from being one of those at whom he gently girds for not knowing the right end of a rifle, is himself a keen and competent volunteer; and the Hongkong touches at the end prove him even to be somewhat of a veteran at the work. He is all the while conscious that efficiency is rather a thing to be taken for granted—like clean hands—than a condition on which to place oneself; and he lets his readers know, in a most amiable fashion, that anything less than that is a disgrace. His little "digs" at various Volunteer comrades are never ill-natured and are often remarkably clever. In a word, Mr. Wilson's very active sense of humour has prompted him to see the lighter side of the Mutiny and to tell of it, in prose and verse, in a manner that will interest all men in the Far and Mid East, and not a few at Home.

He has chosen to follow the Kipling model, of introducing each sketch or story with "ornaments of rhyme," and some of these—"The Sentry" is a case in point—are conspicuously above mediocre. In fact all show decided ability, even where originality of thought may chance to be lacking. The prose work, too, never fails to entertain; its phrasing is often beautifully neat and apt, and it attests, in a hundred ways, the fact that the writer is never likely to go far astray in his judgments and character delineations.

If for no other reason, Hongkong people should buy and read this clever little book for the sake of what it has to say about their own Colony. It closes with four very bright reminiscent pictures of the author's volunteering in Hongkong: "When China Uprose," "Three Soldiers Afloat," "The Defence of Customs Pass," and "The Fanning Campaign." Possibly some Telegraph readers may recognise themselves in one or another of these. But here again, Mr. Wilson cannot speak ill-temperedly, and even some of the impossible people who help to make up that corps d'élite, the Scouts, escape with nothing worse than a playful little pat.

The book is a good one, and warrants our feeling that its author will yet do even better work.

## Prisoners of War.

No more prisoners of war will arrive in Switzerland before the middle of November. During October the Swiss medical commissions, which select the prisoners to be recommended for release, will start for the prison camps in the different belligerent countries.

## WAR BONDS.

How Money May be Invested.

Further particulars are issued locally of the British Government Six Per Cent. Exchequer Bonds and the War Savings Certificates, applications for which may be made through the Chartered Bank, the Hongkong and Shanghai Bank and the Mercantile Bank.

The Exchequer Bonds, repayable in 1920, are, with the interest thereon, free of Income Tax, if in the beneficial ownership of persons not ordinarily resident on the United Kingdom of Great Britain and Ireland. Bonds are issued in denominations of £100, £500, £1,000 and £5,000. The interest is payable half-yearly, on February 18, and August 18. Bonds can be obtained to "Bearer," or they may be registered in the books of the Bank of England. A declaration regarding exemption from Income Tax is necessary in the case of bearer bonds, but the interest warrants relating to registered Bonds, without any deduction of Income Tax, can be sent direct to the owner of such registered bonds or to his banker.

Regarding the War Savings Certificates, for every 15s. 8d. lent £1 will be paid in five years' time, equivalent to 5 per cent. compound interest. The £1 certificates (purchase price 15s. 8d.) are issued in book form. The certificates for £12 (purchase price £9 6s.) and £25 (purchase price £19 7s. 6d.) are issued with-out books. The £1, £12 and £25 certificates are on sale at the local Post Office and at most Banks. Single certificates for sums from £100 to £500 may also be obtained.

## BRIBERY CHARGE.

Government Interpreter as Defendant.

The hearing was resumed, at the Police Court this morning, of the charges of accepting a bribe against So Mang-hung, an interpreter at the Harbour Office, and who was time ago an interpreter at the Police Court. The case is being heard by Mr. C. D. Melbourne, the prosecution being conducted by Mr. Paul M. Hodgson, whilst Mr. E. Davidson is defending.

The facts of the case are that a man named Chan Uap-min, who acts as security for several junks, went to the Harbour Office to get permission for seven junks to carry arms, and it is alleged that the defendant demanded \$10 for such permit, which he later reduced to \$7 and eventually accepted \$5. As a matter of fact, no charge is made for such permits.

There is also another charge against him, this being of receiving a bribe of \$3 from another man sometime in September, but this case has not yet been taken. After hearing further evidence, His Worship adjourned the case until Saturday morning.

## POLICE RESERVE ORDERS.

Orders issued to-day by Mr. J. W. Franks A.S.P. (Reserve) state:—

Parades: Central Station. 5.30 p.m.  
Thursday, Oct. 26th.—No. 2 Company: Recruits of No. 4 Company under Company Sergeant Major.

Friday, Oct. 27th.—Maxim Gunners: Recruits of No. 2 Platoon under Company Sergeant Major.

Saturday Oct. 28th.—Defaul- ters Drill 4.30 p.m. under Chief Inspector Mason.

Strength:  
P. O. 31 Chan Kua Long is permitted to resign as from the 28th inst. on his leaving the Colony.

Football.  
The meeting ordered for Thursday, October 26, is cancelled. All players will assemble near the Monument at 5.15 p.m. sharp on Thursday the 26th, for practice.

## HONGKONG FOOTBALL CLUB.

The Annual General Meeting.

The twenty-ninth annual meeting of the Hongkong Football Club took place last evening in the Board Room of Messrs. Jardine, Matheson and Company, when a good attendance of members was presided over by Mr. A. T. Hamilton.

The annual report and statement of accounts, which we have already published, were submitted to the meeting, and these were both adopted on the proposition of Mr. J. McL. Walker, seconded by Mr. H. G. Hegarty.

The election of officers raised the question of a Rugby team for the ensuing season. Mr. Walker stating that he did not think they needed to elect a Captain of a Rugby team because there was very little probability of any Rugby games, but it was decided to elect a Captain who could deal with any games which might be arranged. Mr. A. Rouse was appointed to this position, his election being proposed by Mr. Hegarty, seconded by Mr. R. Kennedy.

Mr. J. Stalker was appointed Captain of the "Soccer" team; Mr. W. J. Morrison, was elected Treasurer; and Mr. J. McL. Walker chosen as Secretary.

The Rugby and Association Committees were elected as follows:—Rugby, Messrs. Hegarty, Woodhead and Kennedy; Association, Messrs. Robinson, Hamilton and Chasels.

The programme for the season was considered and it was decided to run one Association team to be entered in the Hongkong and United Services League, and also a second team to play friendly fixtures to be arranged for by the Committee.

The Chairman read the question of a Roll of Honour had been mooted. During the past two years several old members had fallen in the war, and it was suggested to institute some Roll of Honour to the memory of those men. He would be glad to receive any suggestions though possibly the best way was for such a list to be kept at the Happy Valley Club House.

Some discussion arose on this matter, and it was agreed to leave the matter open until a future occasion when an opinion could be formed as regards the duration of the war.

Needed work at the Club House was discussed and it was decided that the Committee spend a maximum sum of \$150 for such repairs.

The meeting then closed.

## HARBOUR ITEMS.

The T.K.K. liner Shinyo Maru arrived in port this morning from San Francisco, with a general cargo of 2,102 tons.

The Haruusan Maru, consigned to the M.B.K., arrived from Pecalongen yesterday with a cargo of sugar.

The Tenshin Maru, from Weihai-wei, brought down a cargo of beans to the order of Messrs. Butterfield and Swire.

The Amakusa Maru arrived from Swatow to-day with a cargo of coal and general merchandise, consigned to the O.S.K.

A fatal accident occurred on board the s.s. Tjikembang, a J.O. J.L. steamer, whilst cargo was being unloaded yesterday alongside the Kowloon Wharf. A coolie was assisting in the operations and a quantity of angle iron was being hoisted when the cargo wire broke, owing to a latent flaw, with the result that the iron fell upon the coolie, who was killed instantaneously. The body has been removed to the Kowloon mortuary.

## Anti-Germans in Spain.

El Liberal announces that a number of Spaniards belonging to all parties have decided to found a Spanish Anti-Germanophile League, in order to battle German machinations to create animosity between Spain and the Quadruple Entente.



## THE NEED FOR MORE SHIPS.

For Navy and the Mercantile Marine.

Writing in the Buenos Ayres Herald John Leyland says:—The situation which has arisen in regard to the mercantile marine is one of the utmost seriousness. Very few people outside naval and shipping circles realize how really serious it is. There is a shortage of carrying tonnage, due to causes not well understood, which is restricting necessary supplies of foodstuffs, and sending up prices that affect every household. Freight rates have risen rapidly, and premiums of insurance are steadily advancing. Although we possess and exercise command of the sea, we are suffering many of the evils of a blockade, which we have inflicted upon ourselves. Our mercantile fleet is probably now diminishing faster than its wastage can be made good. Neutrals are entering more and more vigorously into the carrying trade, and are preparing, after the war, to displace us in the sphere of our maritime domination. The enemy himself does not suffer, because his shipping is interned, and when the war is at an end will be freed to share in the trade.

The shortage is not due in any great degree to the enemy's submarines, though it would be the wildest folly to underestimate what has been done to our disadvantage, still more to close our eyes to the increasing danger from underwater attack. Losses to our shipping due to cruiser attack, submarine and mine have been estimated up to March 23, to have amounted to little less than 4 per cent. of the total number of vessels, and to rather more than 6 per cent. of the tonnage. But these losses alone amounted to the destruction of 1,320,171 gross tons of steam shipping, which would be equivalent to 2,000,000 tons of dead-weight or carrying capacity, and if it be considered that shipping makes on an average four voyages out and four voyages home in the course of a year, it will be seen that the carrying capacity for 8,000,000 tons of exports and 8,000,000 tons of imports had gone, or 16,000,000 tons in all. Up to the same date our Allies had lost a deadweight capacity, on the same basis, a equivalent to 500,000 tons, which would give a carrying capacity within a year for 4,000,000 tons of exports and imports, losing to the whole of the Allies 20,000,000 tons of exports and imports per annum.

When Lord Fisher was at the Admiralty each vigorous measure was taken to round-up the enemy cruisers, and to sink or capture submarines, that the attack on commerce was reduced to small proportions. Now again we are confronted with the results of the new campaign, and the recorded loss of a few ships, seven on one day, perhaps, and four on another, makes a fairly regular headline in the papers. The enemy has sent out more powerful submarines, vessels of greater size, endurance, and range, some of which have penetrated the Channel, others the Eastern Atlantic and the Mediterranean, and they may yet be heard of on the routes of shipping in distant waters with bases established on remote coasts or in friendly islands. It is necessary to take the most vigorous means to deal with these raiders, to stamp out the pest, and the special methods must be carried in greater strength to meet more powerful submarine adversaries in wharver waters they frequent. But the submarines are much more formidable than they were, and there is nothing extravagant in the surmise of Captain William S. Sims, the well-known gunnery authority of the United States Navy, that they may be a menace even to battleships and cruisers, with steel upper works, eight torpedo tubes on each side, and a large supply of torpedoes. The object of the Germans admits of no doubt. Between March 1 and April 13 they have sunk by submarine and mine over 30 neutral ships, and double the number of British and Allied vessels. The effort is both to reduce our tonnage and strike terror into the neutral shipowners who engage in trade with the British Isles.

## HONGKONG V.A.D.

What Members did on "Our Day."

Orders issued by the St. John Ambulance Brigade, No. 1 Hongkong V.A.D., of which the Commandant is Lady May and the Assistant Commandant Mrs. Churchill, place on record that the following, as representing the Detachment, assisted at the various functions detailed below in connection with "Our Day":—By selling programmes at the Brigade Concert on October 12:—Mrs. Arthur, Mrs. L. Carter, Miss G. Ellis, Mrs. L. Ellis, Mrs. Goodban, Mrs. A. E. Griffin, Miss Judah, Mrs. Mansfield, Mrs. Mc. Kenney, Mrs. Pentreath, Mrs. Ralphs.

By selling roses on "Our Day":—Mrs. Armstrong, Mrs. Arthur, Mrs. Bowley, Mrs. A. Chapman, Mrs. Conisland, Miss G. Ellis, Miss L. Ellis, Mrs. Goodban, Miss A. Gordon, Miss M. Gordon, Mrs. P. Grant, Mrs. Greaves, Mrs. A. E. Griffin, Mrs. Brotherton Harker, Mrs. James, Miss Judah, Miss L. Loureiro, Miss N. Loureiro, Miss Maine, Mrs. Pentreath, Mrs. Ralphs, Miss Worters.

By doing duty at the Hospital Tent on "Our Day":—Mrs. Churchill (in charge), Mrs. Goldsmith, Mrs. A. E. Griffin, Mrs. Ralphs.

By selling programmes at the concert on "Our Day":—Mrs. Armstrong, Mrs. A. Chapman, Mrs. Goldsmith, Mrs. Goodban, Mrs. A. E. Griffin, Mrs. Brotherton Harker, Miss L. Loureiro, Miss N. Loureiro, Mrs. Pentreath, Mrs. Ralphs.

Members are reminded of the monthly competition to be held at the Military Hospital on Friday, the 27th inst. Subject, as arranged for the September competition.

## For Smokers.

The Hongkong Cigar Store has issued a very convenient and attractive aluminium matchbox holder to its customers and friends.

Serious as has been the loss from enemy attack, the withdrawal of shipping for our various ventures and campaigns—Gallipoli, Salonica, Egypt, East Africa, and Mesopotamia—has been infinitely more serious. The Admiralty and War Office, moreover, took up shipping in extravagant quantities, and through these causes we inflicted upon ourselves almost the consequences of a blockade. It is much to be hoped that the reduction of our distant responsibilities may soon lead to a large return of shipping to its normal duties. The process is, indeed, already in hand. But the great necessity is to build new tonnage. Men were withdrawn even from warship building. Notwithstanding the sinking of merchantmen by submarine. Now, however, there is a promised decline, due in part to the new taxation. Sir Alfred Booth at the Concord meeting said that the Government was going to take from the shipping industry money which ought to be devoted to building new ships for the setting of the mercantile marine on a new footing. The loss of old ships would not in every way be regrettable if we could be sure of new vessels being built in their place.

This problem is one of the utmost urgency. It is far more urgent than the embodiment of more men withdrawn from productive employment who cannot be at the front for many months to come. The most vigorous naval action is required, and money must not be diverted from the Navy. Sir Alfred Mond said in the House of Commons on March 21 that, "We ought to concentrate on our Army and let other things go," though Mr. Balfour had but recently said that the Navy had not got all the material it required in any branch of the service. But naval action is not alone required in this vital matter. There is needed constructive policy in Government offices, and nothing must be spared to build up both the Royal and the merchant navy, the former as our sword and buckler and the latter as the means of maintaining our supplies, and our predominance in the world.

## DIVERTED ELECTRIC CURRENT.

Interesting Police Court Case.

The hearing was continued at the Police Court, this afternoon, before Mr. O. D. Melbourne, of the case in which a Chinese is charged with stealing from No. 5, Hill Road, electric light valued \$1, the property of the Hongkong Electric Company. Mr. A. M. Preston prosecuted for the Company and Mr. E. Davidson defended.

Mr. Preston said the facts, shortly, were that on October 6 a Chinese lady, named Sze Mei, gave instructions to the Yui Cheong firm to instal electric light at No. 5, Hill Road, in a cubicle which she intended to occupy. On October 10, she moved into the house and found the instalment already fitted. She tried to turn on the light, but found she could not do so. She spoke about the matter to a man from the Yui Cheong firm, and he said that there was not a meter in yet, so she could not get any light. Application had already been made to the Hongkong Electric Company for a meter, and on October 20 an inspector of the Company went round to see if the instalment was fit for a meter. He found that the instalment had already been connected up to the main wires, which were in the street.

One of the Electric Company's inspectors stated that on the 20th inst. he received instructions to test the wire at No. 5, Hill Road, and found the installation wire connected up with the main wire. There was no meter, and the people therefore would be receiving free current. He saw he current was passing through, because he switched on the light. Carl Silva said that on the 23d inst. defendant, at the office of the Company, admitted he had connected the wires through the cut-out leading from another meter.

William Fraser, secretary to Hongkong Electric Company, said he received October 18 an application for a meter for the house.

Mr. Davidson called the attention of witness to the receipt for \$10 given by the Company. Witness replied that it was customary to have the money in advance, which paid for about three months' light, so that if the consumer ran away, as they very often did, they would have some money.

Defendant said the connection was made by his father, who had now run away.

Defendant was discharged.

## LANGKAT OUTPUT.

Meers, Benjamin and Potts advise us that the Langkat output is as follows:—

October	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total to 24th inst.	Daily average
	118	122	112	101	137	118	126	107	116	113	125	130	118	109	116	103	112	100	97	110	114	102	107	111	2744	114.33

## ARE YOU CRUMPLED UP

with rheumatism? Then these words are your salvation. Perhaps you have been told that you cannot be cured. There are thousands who have been told that before you. They tried.

LITTLE'S ORIENTAL BALM rubbed it on to the aching parts, the swelling, the twisting draws up heads and limbs. It stopped the pain. A few more applications and they drew daily better until a complete cure was effected. LITTLE'S ORIENTAL BALM cures at all times. It is never too late to begin. Sold at Rs. 1 per bottle. Of all chemists and medicine vendors throughout India. Agents for Hongkong: Messrs. A. S. WATSON & Co., Ltd.

## DAIRY FARM NEWS.

JUST ARRIVED

NEW SHIPMENT OF

SELECTED

FINNAN HADDOCKS.  
FILLET HADDOCKS.  
KIPPERS.

## SAKURA BEER



SOLE AGENTS:  
SUZUKI & CO.  
TEL. 468  
ALEXANDRA BUILDING.

## TO-DAY'S ADVERTISEMENTS.

## NOTICE TO CONSIGNEES!

"OANFA"

Owing to an outbreak of fire on board this vessel at Durban a General Average Contribution of 1% will be collected. "PING SUEY" cargo on board "OANFA" at time of fire will contribute this 1% in addition to the present 4% deposit. "OANFA" is due here about November 2.

The General Average Bond will require to be signed and deposits made before counter-signature of Bills of Lading can be given.

BUTTERFIELD & SWIRE, Agents for THE O. S. S. CO., LTD., AND THE C.M.S.N. CO., LTD. Hongkong, October 27, 1916.

TOYO KISEN KAISHA, s.s. "SHINYO MARU" (Freighter) From SAN FRANCISCO, via HONOLULU, JAPAN PORTS.

The above named steamer having arrived, Consignees of cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of cargo from alongside. Cargo remaining undelivered on October 27, at noon, will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godown. Storage charges will be assessed on all cargo remaining undelivered on October 30, at 5 p.m. No Fire Insurance whatever will be effected.

No Claim will be recognised after the goods have left the steamer or Godown. All chafed and damaged cargo will be landed into the Company's Godown, where they will be examined on November 2, at 10 a.m. No Claims will be recognised if filed after November 13, 1916. T. DAIGO, Agent.

Hongkong, October 24, 1916.

## NOTICE.

IN THE MATTER OF THE ESTATE OF LEONARD RONALD NEEDHAM DECEASED.

MR. LEONARD RONALD NEEDHAM carrying on business as a Solicitor under the style of Ewens & Needham died at sea on the 4th October instant.

Probate of his will has been granted to Mr. John Bentley one of the Executors, power being reserved to Mr. A. H. Crew another Executor. The business of the firm of Ewens & Needham will be carried on by the Executors on behalf of the beneficiaries until arrangements can be made regarding it.

Mr. M. K. Lo is authorised to sign letters, receipts and documents on behalf of the firm. All cheques and undertakings will be signed by the Executor.

J. BENTLEY, Executor of L. R. Needham, deceased. Hongkong 26th October, 1916.

KEROSENE OIL. We guarantee all kerosene oil sold by us to be pure and unadulterated.

Present prices:—"WHITE ROSE" \$5.40 per case ex store.—"COMET" \$5.20 per case ex store. CHING CHEONG, 168 Des Vœux Road, Central. 2 blocks West of Cent. Market. KWONG YUEN, 19 Des Vœux Road, West.

## CANTON-KOWLOON RAILWAY.

TENDERS for the supply of Liquors and Refreshments at the Terminal Stations at Tai Sha Tau and Kowloon and on all Trains on the above Railway.

It is hereby notified that sealed Tenders, which should be clearly marked "Tender for the sale of Refreshments and Liquors on the Canton Kowloon Railway" will be received at the Head Office of the British Section at Kowloon, and at the Office of the Managing Director at Tai Sha Tau until Noon, of SATURDAY, November 4.

Forms of Tender and full particulars may be obtained at the Head Office of the British Section at Kowloon or the Head Office of the Chinese Section at Tai Sha Tau.

The Railway does not bind itself to accept the highest or any tender.

H. P. WINSLOW, Manager, British Section. WEN TEE CHANG, Managing Director, Chinese Section.

G. R. Any European, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain Superintendent of Police, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the Central Police Station between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.

Hongkong 26th July, 1915.

TSANG FOOK, 61, Wanchai Road, Tsimshui. PIANOS & ORGANS REPAIRED, TUNED & REGULATED. CASES RE-POLISHED. WORK & FINISH GUARANTEED. LOWEST CHARGES. A SKILFUL WITH BEST WORKMANSHIP. ESTIMATES GIVEN ON REQUEST.

Summit

## COLLARS.

We stock 20 different styles of "Summit" Collars. Most styles are in varying depths and nearly all in 1 inch fittings. There is "Summit" collar for every need and every occasion.

MACKINTOSH & CO., LTD.

Men's Wear Specialists, 16, DES VŒUX ROAD.

Wm. Powell Ltd. TELEPHONE 346



New Materials

FOR

SPORTS

COATS

And

Grey Flannel

TROUSERS

FOR

PRESENT

SEASON.

Style and Fit

Guaranteed.

COLUMBIA RECORDS

2461	(NAMUR. THE EXTERTE CORDIALE. March. (H. M. Scotts Guards Band).
2479	(MARCHÉ LORRAINE. REGIMENT OF SAMBRE & MEUSE. March.
2525	(THE KNUYS. March. HELLO! WHO'S YOUR LADY FRIEND? March.
2529	(FALL IN. ARE WE DOWN HEARTED? March. Ma. ch.
2163	(O. H. M. S. LAUD ROBIN GRAY. March. Match.

ANDERSON MUSIC CO., LTD. 6, DES VŒUX ROAD, TFL 1322.

## WORTH HAVING.



D. & J. Mc. CALLUM'S  
PERFECTION  
SCOTCH.

AVOID  
IMITATIONS.



SOLE AGENTS:—CANDE, PRICE & CO., LTD. Tel. No. 135 6, Queen's Road Central, Hongkong.



## SHIPPING

## P. &amp; O. S. N. Co.

## ROYAL MAIL SERVICE.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

For	Steamers	To Sail On	Remarks
SHANGHAI, Moji and Kobe	NYANZA Capt. J. Gaunt R.N.R.	d'light 27th Oct.	Direct Service.
LONDON via Singapore, Penang, Cebu, Port Said & Marseilles	NORE Capt. D. Asbury	noon 3rd Nov.	Direct Service.
SHANGHAI, Moji and Kobe	MALTA Capt. C. C. Talbot R.N.R.	about 8th Nov.	Direct Service.
LONDON & Bombay via S'pore, Penang, Cebu, Port Said and Marseilles	NYANZA Capt. J. Gaunt R.N.R.	noon 17th Nov.	Connecting at Colombo with Mail Steamer MONGHUA.

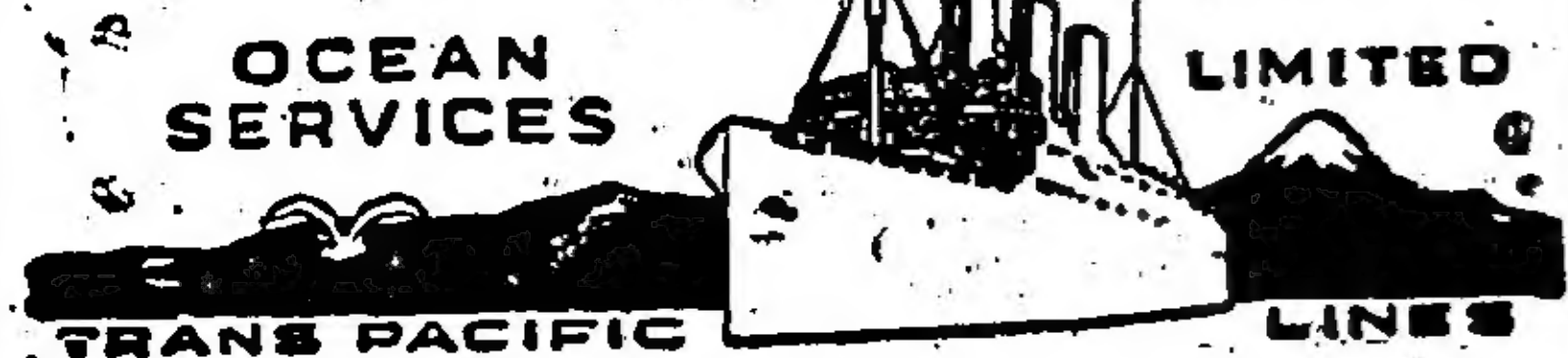
WIRELESS ON ALL STEAMERS. Return tickets at a fare-and-a-half available to Europe for two years, or Intermediate Ports for six months. Round the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS apply to

E. V. D. Parr,  
Acting Superintendent.

P. & O. S. N. Co.'s office,  
Hongkong, 24th Oct., 1916.

## CANADIAN PACIFIC



## QUICKEST TIME ACROSS THE PACIFIC

To Canada, United States and Europe via Vancouver

In connection with the Canadian Pacific Railway.

Hong Kong to Vancouver 17 days. Hong Kong to Montreal 22 days

Hong Kong to Chicago 21 days. Hong Kong to New York 22 days.

EMPRESS OF RUSSIA and EMPRESS OF ASIA

16,850 tons Gross Register, Quadruple Screw, Speed 21 Knots.

Largest and most luxurious ships on the Pacific.

SAILINGS FROM HONGKONG (subject to change)

EMPRESS OF RUSSIA 2 Nov. EMPRESS OF RUSSIA 28 Dec.

Monteagle 7 Nov. EMPRESS OF JAPAN 10 Jan.

EMPRESS OF JAPAN 15 Nov. Monteagle 3 Feb.

EMPRESS OF ASIA 30 Nov.

Calling at Shanghai, Nagasaki (Inland Sea), Kobe and Yokohama.

Monteagle calls Moji instead of Nagasaki.

Through Bills of Lading issued via Vancouver in connection with Canadian Pacific Ry. to all Overland Points in Canada and the United States, also to Pacific Coast Ports, European ports and West Indies.

For further information as to rates of Freight and Passage Sailing List, etc. please apply to

P. D. SUTHERLAND,  
General Agent, Passenger Department,  
Hong Kong.

J. H. WALLACE,  
General Agent,  
Hong Kong.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

## EASTWARD.

The above steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.,  
Agents.

Hongkong, Oct. 23, 1916

## "ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS  
TO  
UNITED KINGDOM AND CONTINENT.

For LONDON Steamer Karonga Sails 25th October.

Steamers proceed via Cape of Good Hope.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.,  
General Agents,

or to REISS & Co. Canton  
Hongkong, 12th Oct., 1916.

## BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.  
Agents.

Telephone No. 215.

## SHIPPING

## NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Sailing Date

Destination.	Steamers.	Sailing Date
L'DON via Singapore, Malacca, Penang, Colombo, Durban, Cape Town, Teneriffe	Hirano Maru Capt. Fraser T. 16,000 Kaga Maru Capt. Tozawa T. 12,500	THURS., 2nd Nov. at noon. THURS., 16th Nov. at noon.
VICTORIA, B.C. and SEATTLE via Shanghai, Moji, Kobe, Yokohama, and Yokohama	Kamakura Maru Capt. Kawajima T. 12,500 Yokohama Maru Capt. Terada T. 12,500	TUES., 31st Oct. at noon. WED., 22nd Nov. at noon.
SYDNEY & MELBOURNE via Manila, Thursday Island, Townsville and Brisbane	Heishin Maru Capt. Maru T. 6,000 Aki Maru Capt. Yoshikawa T. 13,500	MONDAY, 16th Nov. TUES., 14th Nov. at 11 a.m.
CALCUTTA via S'pore, Penang and Rangoon	Kirin Maru Capt. Sasaki T. 8,000	SUNDAY, 29th Oct.
BOMBAY via S'pore, Malacca & Cebu	Bombay Maru Capt. Shinohara T. 8,000	WEDNESDAY, 25th Oct.
SHANGHAI, Moji and Kobe	Yokohama Maru Capt. Hirata T. 8,000	FRIDAY, 10th Nov.
SHANGHAI & Kobe	Ceylon Maru Capt. Teuda T. 10,000	SATURDAY, 23rd Oct.
NAGASAKI, Kobe and Yokohama	Tango Maru Capt. Soyeda T. 13,500	SAT., 11th Nov. at 10 a.m.
SHANGHAI, Kobe and Yokohama	Kamo Maru Capt. Shimidzu T. 16,000	FRI., 27th Oct. at 10 a.m.

EASTBOUND NEW YORK LINE VIA PANAMA CANAL (CARGO ONLY).

\* Calling Brisbane, Sydney and Melbourne only.

NEW YORK via Shanghai, Kobe, Yokohama, San Francisco, Panama and Colon	Kanagawa Maru Capt. Nojiri T. 12,500	Middle of Nov. abt.
--	--	---------------------

NIPPON YUSEN KAISHA.  
B. MONT, Manager.

## TOYO KISEN KAISHA.

SAN FRANCISCO LINE  
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leave Hongkong
Shinyo Maru	22,000 - 21 knots	1st Nov.
Korea Maru	18,000 - 18 knots	24th Nov. at noon.
Siberia Maru	18,000 - 18 knots	13th Dec.
Tenyo Maru	22,000 - 21 knots	19th Dec.

Persia Maru 9,000 - 14 knots, return 19th Nov. (122).

1st class to London G4348 (£71.10.0), return G4375.0.

to San Francisco G4350.

\* For the voyage the Persia Maru will call at Honolulu.

Special Rates given to SEVERAL MILITARY, CIVIL & SEVERAL MISSIONARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal

Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway from ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

VIA JAPAN PORTS, SAN FRANCISCO, HONOLULU, LOS ANGELES, SALINA CRUZ PANAMA, CALLAO, IQUIQUE and VALPARAISO, THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES, ETC.

Steamer Tons & Speed Leave Hongkong

Seyo Maru 14,000 - 13 knots 9th Nov. at noon.

For Full Particulars as to Passage & Freight, apply to

T. DAICO, Agent, KING'S BUILDINGS.

Telephone No. 291.

## JAVA PACIFIC LINE

OF THE

JAVA-CHINA-JAPAN LIJN.

Monthly Service between

NETH. INDIA, MANILA, HONGKONG AND SAN FRANCISCO.

Next sailings for SAN FRANCISCO via NAGASAKI.

Subject to change without Notice.

S.S. Karimoon 11th Nov. S.S. Arakan 11th Jan.

Tjikembang 12th Dec. Tjikondari 11th Feb.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

The steamers have accommodation for a limited number of

saloon passengers and carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points

in the United States of America and Canada.

For particulars of Freight and Passage, apply to—

JAVA-CHINA-JAPAN LIJN.

Hongkong, York Buildings.

Managing Agents.

## CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

S.S. CHINA

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, YOKOHAMA & HONOLULU.

NOVEMBER 15 - JANUARY 27, 1917.

AN UNSURPASSED HIGH CLASS PASSENGER

SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent,  
Prince's Buildings,  
Ice House Street.



## R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

For	Steamer.	Date of Departure
GENOA	Merionethshire	end of November.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE,

TACOMA and PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 10, Agents.

## SHIPPING

## C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail
MANILA, CEBU & ILOILO	Tan	26th Oct. at noon.
SHANGHAI	Sinkiang	26th Oct. at 4 p.m.
PAKHAI & HAIPHONG	Kailong	27th Oct. at 10 a.m.
SHANGHAI	Anhui	27th Oct. at 10 a.m.
SHANGHAI	Luchow	31st Oct. at 4 p.m.
MANILA, CEBU & ILOILO	Chinhua	31st Oct. at 4 p.m.
TIENSIN	Kueichow	2nd Nov. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUT."

MANILA LINE—Twin Screw Steamers "Chinhua," "Taming,"

and "Teau." Excellent saloon accommodation amidships; electric

fans fitted; extra staterooms on deck aft on "Taming" & "Teau."

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.

S.S. "Anhui," "Chinhua," "Luchow," "Yingchow," "Shan-

tung," and "Sinkiang," with excellent accommodation, electric

light and fans in Saloon and State-rooms, maintain a regular

schedule service between Canton, Hongkong and Shanghai, leaving

Hongkong for Shanghai direct every Tuesday, Thursday and

Sunday, taking cargo on through Bills of Lading to all Yangtze and

Northern China Ports. Passengers are landed in Shanghai, avoid-

ing the inconvenience of transshipment at Woosung.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,

Agents.

Telephone No. 36.

Hongkong Oct. 25, 1916.

## JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjitaroom	SHANGHAI	2nd Nov.	4th Nov.	JAVA
Tjiliwong	KOBE	3rd Nov.	6th Nov.	JAVA & MAKASSAR
Tjibodas	JAVA & MAKASSAR	13th Nov.	17th Nov.	KOBE
Tjikini	JAVA	11th Nov.	14th Nov.	SHANGHAI

\* Wireless Telegraphy.

The steamers are all fitted throughout with electric light and

have accommodation for a limited number of saloon-passengers.

All steamers carry a duly qualified surgeon. Cargo taken at

through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574.

York Buildings.

## THE EASTERN &amp; AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA.

(SUBJECT TO ALTERATION WITHOUT NOTICE.)

Steamer.	Arrive Hongkong from Australia	Leave Hongkong for Australia
St. Albans		10th Nov. at 11 a.m.
Eastern	2nd Dec.	23rd Dec.

The above Steamers are fitted with Refrigerating Machinery, en-

suring a plentiful supply of Ice, Fresh Provisions, etc., and are

lighted throughout with Electricity. All State-Rooms have Electric

Fans. A duly qualified Doctor and Stewardess are carried.

All Steamers Fitted with Wireless Telegraphy.

For further particulars, apply to

Gibb, Livingston & Co.

## DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having

good accommodation for First Class Passengers, Electric Light and

Fans in staterooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOSHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships. Captain Leaving.

Haihong... J. W. Evans ... WED., 25th Oct. at 11 a.m.

Haitan... J. S. Thomson... FRI., 27th Oct. at 11 a.m.

Haiching... W. C. Passmore ... TUES., 31st Oct. at 11 a.m.

Arrivals and Departures from the Company's Wharf (near

Blake Pier).

For Freight and Passage, apply to

Douglas LaPraik & Co.,

General Managers.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong—Subject to Alteration).

For	Steamship.	On
SHANGHAI	Wingsang	Thur., 26th Oct. at d'light.
HOIHOW & Haiphong	Loksang	Fri., 27th Oct. at 8 a.m.
SANDAKAN	Mausang	Sat., 28th Oct. at noon.
MANILA	Yuenasang	Sat., 28th Oct. at 3 p.m.
SHANGHAI, Kobe & Moji	Laisang	Tues., 31st Oct. at d'light.
HOIHOW & Haiphong	Taksang	Tues., 31st Oct. at 8 a.m.
WWEI & Tientsin	Cheongsang	Wed., 1st Nov. at d'light.
SHANGHAI	Kwongsang	Wed., 1st Nov. at noon.
S'PORE, Pang & Cebu	Kumsang	Sat., 4th Nov. at noon.
MANILA	Loongsang	Sat., 4th Nov. at 3 p.m.
S'PORE, Pang & Cebu	Oonsang	Wed., 8th Nov. at noon.

Return Tours to Japan.

The steamers Kumsang, Namsang, Laisang and Fooksang, leave

about every 3 weeks for Shanghai and Japan, returning via Kobe

(Inland Sea) and Moji to Hongkong. Time occupied 20 days.

This service is supplemented by the Yatshing and Kumsang

leaving Hongkong at regular intervals for Yokohama, Kobe and Moji

and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted

throughout with Electric Light.

A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First-class

Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze

Ports, Chefoo, T



## SHIPPING.

## KONINKLYKE PAKETVAART-MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO.)  
The s.s. "van SPILBERGEN"  
This vessel plies regularly between HONGKONG & BELAWAN  
DELI (Sumatra) via Swatow.  
Next departure from Hongkong: October 25, 1916.

This vessel has excellent saloon accommodation for a limited  
number of passengers, is fitted with all modern conveniences  
and carries a duly qualified surgeon.  
For freight and passage apply to—

Yok Building, Tel. 1574. JAYA-CHINA-JAPAN LIJN.  
Hongkong, 29th May, 1916. Agents.

PACIFIC MAIL S.S. CO.  
U. S. MAIL LINE.

Operating the new First Class Steamers  
"ECUADOR," "VENEZUELA" and "COLOMBIA"  
14,000 tons Each.

Hongkong to San Francisco,  
via Shanghai, Kobe, Yokohama and HONOLULU.

## THE SUNSHINE BELT.

The most comfortable route to America and Europe.

## Sailings from Hongkong.

S.S. "VENEZUELA" ...  
S.S. "COLOMBIA" ...  
S.S. "ECUADOR" ...

These steamers have the most modern equipment including  
ALL LOWER BERTHS and Large  
Comfortable Staterooms (all single and two berths only).

The Safety and Comfort of Passengers is our First Consideration.  
For further information, rates, literature, schedules etc.,  
Apply to—

ALEXANDRA BUILDINGS,  
Chater Road.  
Telephone No. 141.

## NOTICES.

WELLS FARGO & CO.  
EXPRESS.

FORWARDERS TO ALL PARTS OF THE WORLD.  
SPECIAL ATTENTION GIVEN TO THE  
SHIPPING OF TOURISTS' BAGGAGE AND  
PURCHASES. TRAVELLERS' CHEQUES CASHED.

B. MONTEITH WEBB & CO., Representatives.  
1a, Chater Road. Phone No. 1500.

## THOS. COOK &amp; SON.

Tourist, Steamship and Forwarding Agents, Bankers, etc.

OFFICIAL PASSENGER AGENTS TO  
THE PHILIPPINE GOVERNMENT

TICKETS SUPPLIED TO ALL PARTS OF THE WORLD at  
Tariff Rates.  
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and  
CASHED.

BAGGAGE collected, forwarded and insured at lowest rates.  
Cook's "FAR EASTERN TRAVELLER'S GAZETTE"  
containing Sailings and Fares from the Far East to all parts  
of the World will be forwarded free on application.

Telegraphic address "COUPON." THOS. COOK & SON,  
Telephone No. 524. 16, Des Voeux Road, HONGKONG.

also SHANGHAI, PEKING, YOKOHAMA, MANILA.  
Chief Office—LUDGATE CIRCUS, LONDON, E.C.

## CONSIGNEES

FRANK WATERHOUSE &  
CO., INC.

## NOTICE TO CONSIGNEES.

From SEATTLE, KOBE, AND  
MOJITO.

## THE Steamship

"TENSHO MARU"  
having arrived from the above  
Ports, Consignees of cargo by her  
are hereby informed that all goods  
are being landed at their risk into  
the hazardous Godowns of the Hong-  
kong and Kowloon Wharf and  
Godown Co., Ltd., whence and/or  
from the wharves, delivery may  
be obtained.

No claims will be admitted  
after the Goods have left the  
Godowns, and all Goods remaining  
undelivered after the 27th  
inst. will be subject to rent.

Claims against the steamer  
must be presented within 10 days  
of arrival otherwise they will not  
be recognized.

No Fire Insurance has been  
effected.

Bills of Lading will be counter-  
signed by

DAVID SASSOON & Co., Ltd.,  
Agents,  
Hongkong, October 21, 1916.

If you have lost your appetite  
one of the big variety of  
dainty dishes at the ALEXAN-  
DRA CAFE is sure to tempt  
you.

## CONSIGNEES

NOTICE TO CONSIGNEES.  
From CALCUTTA, PENANG  
AND SINGAPORE.

## THE Steamship

"GREGORY APCAR,"  
having arrived from the above  
Ports, Consignees of cargo are  
hereby informed that all goods  
are being landed at their risk into  
the hazardous Godowns of the Hong-  
kong and Kowloon Wharf and  
Godown Co., Ltd., whence and/or  
from the wharves, delivery may  
be obtained.

No claims will be admitted  
after the Goods have left the  
Godowns, and all Goods remaining  
undelivered after the 27th  
inst. will be subject to rent.

Claims against the steamer  
must be presented within 10 days  
of arrival otherwise they will not  
be recognized.

No Fire Insurance has been  
effected.

Bills of Lading will be counter-  
signed by

DAVID SASSOON & Co., Ltd.,  
Agents,  
Hongkong, October 21, 1916.

If you have lost your appetite  
one of the big variety of  
dainty dishes at the ALEXAN-  
DRA CAFE is sure to tempt  
you.

## VESSELS LOADING AND TO LOAD.

## EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To.	To be Despatched.
London via Ports	Karanga	B. L. Ltd.	25, Oct.
London via Cape Town	Hirano M.	N. Y. K.	2, Nov.
London via Ports	Nore	P. & O.	3, Nov.
London via Ports	Neleus	B. & S.	6, Nov.
Liverpool via Ports	Ajax	B. & S.	7, Nov.
Liverpool via Ports	Pyrrhus	B. & S.	13, Nov.
London via Ports	Nyanza	P. & O.	17, Nov.
London via Cape Town	Kaga M.	N. Y. K.	18, Nov.
Liverpool via Ports	Ningchow	B. & S.	22, Nov.
Genoa	Mershire	J. M. Co.	end Nov.

## NEW YORK, SAN FRANCISCO AND CANADA.

Victoria, B.C., & Seattle	Kam'ura M.	N. Y. K.	31, Oct.
San Francisco via Manila	Shinyo M.	T. K. K.	1, Nov.
Vancouver via Japan	E. of Russia	C. P. O. S.	2, Nov.
Vancouver via Japan	Monteale	C. P. O. S.	7, Nov.
Boston and New York	Egremont C.	D. & Co.	8, Nov.
South American Ports	Seiyu M.	T. K. K.	9, Nov.
San Francisco via Japan	Karimoon	J. C. J. L.	11, Nov.
San Francisco via Japan	E. of Japan	C. P. O. S.	18, Nov.
New York via Panama	Kanagawa M.	N. Y. K.	15, Nov.
San Francisco via Japan	China	C. M. S. S.	15, Nov.
Seattle and Japan	Taihybus	B. & S.	21, Nov.
Victoria B.C., via Japan	Yama M.	N. Y. K.	22, Nov.
San Francisco via Japan	Kor a M.	T. K. K.	29, Nov.
Vancouver via Japan	E. of Asia	C. P. O. S.	30, Nov.

## AUSTRALIA.

Australia via Manila	Taiyuan	B. & S.	3, Nov.
Australia via Manila	Heishin M.	N. Y. K.	6, Nov.
Australia via Manila	St. Albans	G. L. Co.	10, Nov.
Australia via Manila	Aki M.	N. Y. K.	14, Nov.

## SINGAPORE, INDIA, COAST PORTS AND JAPAN.

Manila, Cebu and Iloilo	Teau	B. & S.	25, Oct.
Swatow, Amoy and Foochow	Haihong	D. L. & Co.	25, Oct.
Belawan Deli (Sumatra) via S'ow	Van S.	J. C. J. L.	25, Oct.
Bombay via Ports	Bombay M.	N. Y. K.	25, Oct.
Shanghai	Wingrang	J. M. Co.	26, Oct.
Vladivostok	Marshire	J. M. Co.	26, Oct.
Shanghai	Sinkiang	B. & S.	26, Oct.
Hoihow and Haiphong	Loksang	J. M. Co.	27, Oct.
Shanghai, Moji and Kobe	Nyanza	P. & O.	27, Oct.
Shanghai to Yokohama	Kamo M.	N. Y. K.	27, Oct.
Swatow, Amoy and Foochow	Haitan	D. L. Co.	27, Oct.
Haiphong	Kaifong	B. & S.	27, Oct.
Sandakan	Mausang	J. M. Co.	28, Oct.
Manila	Yunsang	J. M. Co.	28, Oct.
Shanghai and Kobe	Ceylon M.	N. Y. K.	28, Oct.
Calcutta via Ports	Kirin M.	N. Y. K.	29, Oct.
Shanghai	Anhui	B. & S.	29, Oct.
Swatow, Amoy and Foochow	Hatching	D. L. & Co.	31, Oct.
Shanghai	Luchow	B. & S.	31, Oct.
Manila, Cebu and Iloilo	Chinhua	B. & S.	31, Oct.
Shanghai, Kobe and Moji	Laikang	J. M. Co.	31, Oct.
Hoihow and Haiphong	Taksang	J. M. Co.	31, Oct.
Wetshaiwei via Tientsin	Cheoshing	J. M. Co.	1, Nov.
Shanghai	Kwoongsang	J. M. Co.	1, Nov.
Shanghai and Japan	Onfau	B. & S.	3, Nov.
Singapore, Penang and Calcutta	Kumang	J. M. Co.	4, Nov.
Java	Titaroom	J. C. J. L.	4, Nov.
Manila	Loongsang	J. M. Co.	4, Nov.
Manila	Taihybus	B. & S.	5, Nov.
Java and Makassar	Malta	P. & O.	8, Nov.
Shanghai, Moji and Kobe	Cyclops	B. & S.	8, Nov.
Shanghai and Japan	Onsash	J. M. Co.	8, Nov.
Singapore, Penang and Calcutta	Yatorofu M.	N. Y. K.	10, Nov.
Shanghai, Moji and Kobe	Tango M.	N. Y. K.	11, Nov.
Nagasaki, Kobe and Yokohama	Keemun	B. & S.	13, Nov.
Shanghai and Japan	Tjikini	J. C. J. L.	14, Nov.
Shanghai	Ningchow	B. & S.	14, Nov.
Shanghai and Japan	Tibodas	J. C. J. L.	17, Nov.
Kobe			

## NOTICE.

**E. HING**  
WING WOO STREET  
SHIP CHANDLERS & GENERAL STOREKEEPERS.  
STEEL, IRON, BRASS & METAL MERCHANTS.  
WHOLESALE & RETAIL IRONMONGERS.  
TELEPHONE 1116.

## TO SAIL

## FOR BOSTON &amp; NEW YORK.

## s.s. "EGREMONT CASTLE"

sailing hence on or about  
8th November, 1915.  
It is intended that the above  
vessel will proceed via Panama  
Canal.

DODWELL & CO., LTD.  
Agents.

FRANK WATERHOUSE AND  
CO., INC.

## FOR SAN FRANCISCO.

## THE Steamship

"KEISHIN MARU"  
will be despatched for the above  
port early in November.

FOR VANCOUVER AND  
SEATTLE.

## THE Steamship

"TENSHO MARU"  
will be despatched for the above  
ports early in November.  
For freight and further parti-  
culars apply to—

JARDINE, MATHESON  
& CO., LTD.  
Tel. No. 215, Sub. Ex. No. 10.  
Hongkong, October 14, 1916.

## CONSIGNEES

## NOTICE TO CONSIGNEES.

JAVA-CHINA-JAPAN LIJN.  
JAVA-PACIFIC LIJN.

## THE Steamship

"TIJEMBANG,"  
having arrived from  
SAN FRANCISCO.

Consignees of Cargo are hereby  
notified that all Goods are  
being landed at their risk into  
the hazardous Godowns of the Hong-  
kong and Kowloon Wharf & Go-  
down Co., Ltd., whence and/or  
from the wharves, delivery may  
be obtained.

No Claims will be admitted  
after the goods have left the Go-  
downs, and all Goods remaining  
undelivered after October 28,  
1916, will be subject to rent.

All Claims against the Steamer  
must be presented to the Under-  
signed on or before October 31,  
1916, or they will not be  
recognized.

All broken, chafed and damag-  
ed Goods are to be left in the  
Godowns, where they will be ex-  
amined on October 23, at 10  
a.m. by the Company's surveyors  
Messrs. Goddard & Douglas.  
No Fire Insurance has been  
effected.

Bills of Lading will be coun-  
tersigned by

JAVA-CHINA-JAPAN LIJN.  
Hongkong, October 21, 1916.

MOVEMENTS OF  
STEAMERS.

## ENGLISH MAIL.

The P. & O. s.s. NYANZA left Singa-  
pore for this Port on the 21st inst. at  
a.m. with the Outward English Mail, and  
is due here on the 26th inst. at about  
9 a.m. morning.

## AMERICAN MAIL.

The T.K.K. s.s. SHINYO MARU which  
sailed from San Francisco on the 22nd  
inst. is expected to arrive at this port  
on Wednesday, the 25th inst. at about  
7 a.m.

## MERCHANT STEAMERS.

The China Mail S.S. Co. Steamer  
CHINA left San Francisco on October 17,  
and may be expected to arrive in Hong-  
kong on or about November 8.

The Ben Line s.s. BENARTY from  
Middlesbrough and London left Singapore  
for this port on the 23rd inst. and may  
be expected to arrive here on or about  
25th inst.

## VESSELS IN PORT.

## Steamers.

Wiley, Br., s.s. 4393, Ruthen, 4th Sept.—  
Vungro Bay, 30th Aug. Gen.—S. L.  
August Belmont, Br., s.s. 2957, Clara,  
9th Sept.—Batavia, 3th Aug.  
Ballant—A. P. Co.  
Kushima M., Jan., s.s. 2394, Nishikawa,  
8th Oct.—Moji, 3rd Oct. Gen.—  
N. Y. K.  
Hongkong Br., s.s. 3551, Maru, 10th Oct.  
—Singapore, 5th Oct. Gen.—Chinese.  
Luzon M., Jan., s.s. 2846, Watanabe, 10th  
Oct.—Moji, 5th Oct. Gen.—O. S. K.  
Kumang, Br., s.s. 2377, Wheeler, 13th  
Oct.—Singapore, 5th Oct. Gen.—  
J. M. Co.  
Telemaehus, Br., s.s. 1340, Fraser, 16th  
Oct.—Saigon, 11th Oct. Gen.—  
Chinese.  
Mausang, Br., s.s. 1344, Alcock, 20th Oct.  
—Saigon, 14th Oct. Gen.—J. M.  
& Co.  
Kumchow, Br., s.s. 1450, Martin, 21st Oct.  
—Saigon, 14th Oct. Gen.—Chinese.  
Lokang, Br., s.s. 976, Ritchie, 21st Oct.  
—Haiphong, 19th Oct. Gen.—J. M.  
& Co.  
Pawden Duf., s.s. 301, Blom, 21st Oct.—  
Singapore, 5th Oct. Bulk oil—A. P.  
& Co.  
Cordillere Fr., s.s. 3034, Mager, 22nd  
Oct.—Shanghai, 20th Oct. Gen.—  
M. M. Co.  
Haihong, Br., s.s. 1270, Evans, 22nd Oct.  
—Coast Ports, 19th Oct. Gen.—D. L.  
& Co.  
Hongkong Fr., s.s. 739, Marquette, 22nd  
Oct.—Haiphong, 20th Oct. Gen.—A. R.  
Marty.  
Kamakura M., Jan., s.s. 2644, Kawa-  
shima, 22nd Oct.—Shanghai, 19th  
Oct. Gen.—N. Y. K.  
Toan, Br., s.s. 1261, Fulyaon, 22nd Oct.  
—Manila, 19th Oct. Gen.—B. & S.  
Drufar, Br., s.s. 1102, Hirth, 23rd Oct.  
—Swatow, 21st Oct. Gen.—C. S. M.  
Co.  
Shibutoro M., Jan., s.s. 2495, Yatorama,  
23rd Oct.—Sundaway, 17th Oct. Gen.—  
O. S. K.  
Yun-shin, Chi., s.s. 999, J. nes, 23rd Oct.  
—Saigon, 16th Oct. Gen.—Chinese.  
An Nor, s.s. 1087, Patterson, 23rd Oct.  
—Bangkok, Gen.—T. & Co.  
Choyang M., Jan., s.s. 1588, Ishi, 23rd  
Oct.—Keelung, 21st Oct. Gen.—O. S. K.  
Hanjang, Br., s.s. 1362, Hodgins, 23rd  
Oct.—Bazkok, 16th Oct. Gen.—  
Chinese.  
Kaifong, Br., s.s. 986, Evans, 24th Oct.  
—Haiphong, 23rd Oct. Gen.—B. & S.  
Kwanglee, Chi., s.s. 1468, Sangster, 24th  
Oct.—Shanghai, Gen.—C. M. S. N. Co.  
Karora, Br., s.s. 1401, Patterson, 24th  
Oct.—Shanghai, 20th Oct. Gen.—  
B. T. & Co.  
Yueyang, Br., s.s. 1128, Measey, 24th  
Oct.—Manila, 21st Oct. Gen.—J. M.  
& Co.

For the best Meals, Refresh-  
ments, Bread, Cakes and Con-  
fectionery at before-the-war  
prices. ALEXANDRA CAFE.

## VESSELS DUE.

Agents.	Vessel's Name.	Ton- nage.	Date Due.	From.
T. K. K.	Shinyo Maru		Oct. 25	San Francisco
B. & S.	Taiyuan		Oct. 26	Aust. Lia
P. & O.	Ny na		Oct. 26	London
G. L. & Co.	B-narty		Oct. 29	London
N. Y. K.	Yatorofu Maru	8,000	Oct. 30	Bombay
B. & S.	Katori Maru	21,000	Oct. 31	London
P. & O.	Talhybus	10,224	Nov. 1	Seattle
B. & S.	Nore		Nov. 2	Kobe
J.C.J. L.	Onfau	9,014	Nov. 2	Liverpool
J.C.J. L.	Titaroom		Nov. 2	Shanghai
B. & S.	Tjiliwong		Nov. 3	Kobe
P. & O.	Crocl-ps	9,032	Nov. 7	Liverpool
B. & S.	Malta		Nov. 8	London
C. M. S. S.	China		Nov. 8	San Francisco
J.C.J. L.	Tjikini		Nov. 11	Java
B. & S.	Keemun	9,074	Nov. 12	Liverpool
B. & S.	Talhybus	10,224	Nov. 13	Manila
J.C.J. L.	Tibodas		Nov. 13	Java
B. & S.	Ningchow	9,121	Nov. 13	Liverpool
P. & O.	Nyanza		Nov. 16	Kobe
P. & O.	Nankin		Nov. 16	London
B. & S.	Peleus	7,441	Nov. 20	Liverpool
P. & O.	Malta		Nov. 23	Liverpool
G. L. & Co.	Eastern		Dec. 2	Australia

## NOTICE.

## AMERICAN EXPRESS COMPANY.

HEAD OFFICE—NEW YORK.

Branches and Agencies in all  
parts of the commercial world.

**BANKERS.  
FORWARDERS.  
TOURIST AGENTS.**

AMERICAN EXPRESS TRAVELLERS CHEQUES—  
the best form in which to carry travel funds.

13, QUEEN'S ROAD CENTRAL, TEL. NO. 2089.

## TO SAIL.

GLEN LINE  
(MCGREGOR, GOW & CO.) Ltd.  
For Genoa & London.

## THE Steamship

"GLENIFFER,"  
13,175 Tons D. W.

will be despatched for the above  
ports about second half of Decem-  
ber, 1916.

For freight, passage and further  
information, apply to  
SHEWAN TOMES & CO.  
Agents.

## NOTICE.

## LONDON DIRECTORY.

(Published Annually)

Enables traders throughout the World to  
communicate direct with English  
MANUFACTURERS & DEALERS  
in each class of goods. Besides being a  
complete commercial guide to London &  
its suburbs, the directory contains lists of

EXPORT MERCHANTS  
with the Goods they ship, and the Colonial  
and Foreign Markets they supply;

STEAMSHIP LINES  
arranged under the ports to which they  
sail, and indicating the approximate  
sailings;

PROVINCIAL TRADE NOTICES  
of leading Manufacturers, Merchants  
etc., in the principal provincial towns &  
industrial centres of the United Kingdom.  
A copy of the current edition will be  
forwarded, freight paid, on receipt of  
Postal Order for 20s.

Dealers seeking Agencies can advertise  
their trade cards for £1, or larger adver-  
tisements from £5.

THE LONDON DIRECTORY CO., LTD.  
25, Abchurch Lane, London E.C.

## CONSIGNEES

AMERICAN & MANCHURIAN  
LINE.

## NOTICE TO CONSIGNEES.

## FROM NEW YORK.

## THE Steamship

"KARONGA"  
Capt. J. B. PATTIS N, having  
arrived from the above Ports,  
Consignees of Cargo are hereby  
informed that their goods are  
being landed at their risk into  
Holt's Wharf, Kowloon and stored  
at Consignees risk and expense.  
All broken, chafed and damag-  
ed goods are to be left in the  
godowns, where they will be  
examined on MONDAY, 30th  
inst. at 10 a



## TELEGRAMS.

(Continued from page 1.)

## MILITARY APPOINTMENT.

[Reuter's Service to The "Telegraph."]

October 23, 2.30 p.m.

It is officially announced that General Sir Douglas Haig has appointed Sir Eric Geddes as Inspector General of Transportation.

## LOYAL CANADA.

October 23, 2.30 p.m.

Ontario has given a quarter of a million sterling to the Red Cross funds.

## GERMAN CRUISER DAMAGED.

October 23, 5.30 p.m.

According to correspondent at Amsterdam, a Berlin semi-official announcement says the small cruiser Munchen was slightly damaged by a British submarine on October 19, but returned to harbour.

[The Munchen was launched in 1905. She is of 3,200 tons, cost £254,500, and carries a complement of 256.]

## GOOD WORK ON EGYPTIAN FRONT.

October 23, 5.00 p.m.

It is officially announced that on October 20 and 21 on the western frontier the camel corps, with armoured cars, successfully swept the Dakhla Oasis to its western edge, making prisoners of 125.

A similar operation in the Bahari Oasis resulted in fifty prisoners being taken, together with arms and ammunition.

We had no casualties.

## THE ALLIED OFFENSIVE.

## More Prisoners Taken.

October 23, 4.25 p.m.

A Paris communique states:—Since Saturday we have made prisoners of 450 in the Chalnes sector.

Two German aeroplanes were felled on the Somme and three were forced to descend damaged.

French aeroplanes bombed the blast furnaces north of Metz, the railway stations at Metz and elsewhere, an ammunition dump at Mont-en-Chaussee on the Somme and factories at Cambach.

## Liveliness on British Front.

October 24, 12.55 a.m.

An official message from General Sir Douglas Haig reports:—

This afternoon, on the right front south of the Ancre our line was advanced.

East of Gueudecourt and Les Boeufs we captured over a thousand yards of enemy trenches.

Our front in the neighbourhood of Le Sars was heavily shelled.

The enemy massed for an attack south of Grandcourt, but our artillery stopped him.

The enemy attempted two raids at Gourmeccourt last night. We stopped one and inflicted heavy casualties. The second penetrated our outpost lines, but a counter-attack promptly drove the attackers back.

Sixty six further prisoners have been taken in the Schwaben Redoubt fighting.

Our aeroplanes yesterday bombed two stations behind the enemy lines. They hit a moving train, greatly damaging the buildings and the rolling stock.

Seven enemy machines were brought down and many others forced to land damaged. Eight of ours have not returned.

## Appreciable French Progress.

October 24, 2.20 a.m.

A Paris official message states:—North of the Somme we made appreciable progress north-east of Morval.

South of the Somme there has been particularly lively fighting in the region of Chaulnes wood.

We took eighty prisoners yesterday north-west of Sully-sous-les-Coudes.

Everywhere else matters are quiet.

German aeroplanes bombed Amiens this morning. There were no casualties, and only slight damage.

## Viscount Grey's Speech.

October 23, 5.35 p.m.

Continuing his speech at the Foreign Press Association luncheon, Viscount Grey said: "We are putting the best method of the nation into the struggle side by side with our allies. Our cause is one of which we stand or fall together. Germany is doing her best to separate us, but we are fully resolved to go through together to the end. The memories of our joint sufferings and courage will be a perpetual bond of alliance and sympathy after the war."

Referring to President Wilson's advocacy that neutrals should participate in securing peace in the future, he said: "In order to make that proposition effective, neutral nations must be prepared to use force to compel the observance of treaties, to keep peace. We must also come to agreement after the war regarding the methods under which war should be conducted. Germany has been guilty of more terrible anarchy than the world has ever known. She has broken down all barriers which ancient civilisation created in order to keep the horrors of war within range. Neutral nations must see that something is done to ensure that the rules of warfare, if there must be warfare, are kept in future, and that science is not misused for the destruction of mankind."

"There must be no end to this war and no peace excepting a peace which will ensure for Europe freedom from Prussian militarism. We are determined to continue to make sacrifices until we have secured the future peace of the whole continent of Europe, so that our sacrifices shall not have been made in vain." (Loud cheers.)

## A ZEPPELIN RAID.

October 23, 7.25 p.m.

Reuter's correspondent at Amsterdam telegraphs that according to the "Hollandsche" a Zeppelin dropped bombs near Oorphen, making a deep hole in the road.

## TELEGRAMS.

## IN THE BALKANS.

[Reuter's Service to The "Telegraph."]

October 23, 4.00 p.m.

A British official message says rain is still impeding operations on the Struma front. No important operations are recorded on the Doiran front.

## Brilliant Serbian Success.

October 23, 4.05 p.m.

A French official communique from Salonica states that large forces of Bulgarians violently counter-attacked the Serbians in the loop of the Cerna on the 19th instant. The fighting lasted the whole day and was of a most desperate character. It ended in the complete success of the Serbians, who drove the enemy back everywhere with the heaviest losses.

## The Rumanian Retirement.

October 23, 7.00 p.m.

To-day's Rumanian communique states:—In the Dobruja region fighting continues with violence. Our troops retired immediately to the south of the Cernavova and Constanza railway.

Referring to the northern and north-western fronts, the communique says that all the enemy attempts to debouch from the Uzul valley into the Otiz and Slanic valleys were sanguinarily repelled.

We repulsed most violent attacks at Predeal. We re-captured Mount Prisacai, taking prisoners and machine guns.

There have been numerous attacks and counter-attacks on our left, where we retained our position.

We repelled attacks in the region of Orsova.

## Desperate Battles.

October 24, 12.10 p.m.

Reuter's correspondent at Petrograd reports that the fighting in the Dobruja was most sanguinary and relentless, especially where the Russo-Serb forces were pitted against the Turks and Bulgars.

It seems that either side alternatively assumed the offensive.

Newspapers estimate that the enemy's object in the Dobruja is primarily demonstrative of their intention of preventing the Russians assisting the Rumanians in Transylvania, and also of relieving the pressure on the Russian south-western front, thus, perhaps, causing the withdrawal of part of the Russian forces from the Brzezany, Sokal, Vladimir-Volynsk and Kovel regions.

A decisive enemy offensive against General Brusiloff is anticipated.

## AIR CORDON ROUND ENGLAND.

20,000 Aeroplanes and 100,000 Men.

Lord Montagu, in a speech on our aircraft offensive and defensive at a meeting of business men and women in the Freemasons' Hall, Edinburgh, on September 12, said he had had only one experience of a Zeppelin raid, which did not result in any great amount of military damage, although a highly interesting piece was only missed by a few feet. But that was no proof that they would not have another. The recent raid of 13 Zeppelins on London and the East Coast of England was by far the largest we had encountered, and at the same time it was the most ridiculous. The effect on the South of England was not to produce panic, but to strengthen our resolve that the war must be won, and won on our terms.

If the German Government and the German people wanted to know what was the result of that raid, this was the answer—it made us angry that we had not been able to repel the attack with greater loss to them, but it strengthened our determination to win the war. After an appreciative reference to Lieutenant Robinson's gallant exploit in bringing down a German airship, Lord Montagu said:—

"I was not altogether pleased about the national attitude towards this fine exploit. We have had about 40 Zeppelin raids on this country, and at a low estimate some 120 airships were engaged in them from beginning to end. Yet this was the first airship we brought down on our soil. To be frank I do not think that that is very much to boast about. I hope that in the future those in charge of the air defences of this country will strengthen them to such an extent that no Zeppelin raid can take place except at great peril and loss to the enemy."

He criticized the confusion of aircraft control. Although the Admiralty is responsible for the construction of machines, the ship which came down at Cullifly was out of control, and investigated by the military. That showed how chaotic our service is. One department gives warning of the approach of a hostile air fleet, a second fires at it by sea, a third takes up the pursuit over land, and a fourth performs the post mortem in case of a successful

assault. He desired to see the whole of our air service coordinated, amalgamated, and made into a much bigger and better service than at present. Priority of attention should, of course, be given to the Army at the front, for the strain there was tenfold what it is here. He did not desire that the Army in the field should be deprived of a single aeroplane or a single anti-aircraft gun, but, as the Times had well remarked, the task of providing adequate aircraft for this country, and at the same time keeping the front supplied, ought not to prove incompatible.

There had been culpable slackness in the past. In the recent affair in the North Sea we lost two fine cruisers, the Nottingham and the Falmouth, while the Germans rarely lose one. Why? Because the Germans used air ships for scouting, while we had to use sea ships which must run the peril of mines and other risks of the ocean. While the North Sea is patrolled over all its length and breadth by German aircraft, we have no similar craft to do the work for us, so we must continue to risk valuable ships and valuable lives in performing the work. "Our Fleet," declared Lord Montagu, "must have eyes as the German Navy has eyes, and we ought to urge the Admiralty to accelerate the building of airships so that our immense superiority in strength and numbers may not be dissipated by lack of facilities for reconnaissance."

To the excellence of our military aircraft in the fighting line Lord Montagu paid a high tribute. He mentioned that our latest type of machine had already brought down 27 Fokkers and that for weeks at a time no German aeroplane was seen over some parts of the British line. If the Navy were equally well supplied the enemy would not be able, as in the Battle of Jutland, to race back to port. On the contrary, a battle would ensue which would result in a final and overwhelming disaster to the German forces. He asked what was to happen to our air service when peace was declared, and that, in his opinion, was probably a year off yet. Our aircraft service must be continued, for we were no longer an island. In future England would be menaced not by a score of airships, or a hundred or two of aeroplanes, but by forces infinitely greater. After the war we should require an air defence all round our 2,000 miles of

## SHARE MARKET QUOTATIONS.

Up to the Minute.

Uniona	b. \$	939.00.
China Fire	b. \$	155.00.
Dongfeng	b. \$	123.50.
Indos (Def.)	b. \$	132.00.
China Sugar	b. \$	127.00.
Langkita	b. T	24.00.
H.K. Wharves	b. \$	85.00.
K'loon Dock	sa. \$	133.00.
S'hai Dock	b. T	92.00.
Ewoa	b. T	163.50.
Kung Yik	b. T	16.00.
S'hai Ottens	b. T	117.00.
Yangtsepoos	b. T	6.50.
Cements	sa. \$	10.25.
Ropes	s. \$	7.30.

## TRADING WITH THE ENEMY.

## Wide Loopholes in Existing Regulations.

Among the resolutions adopted at the Paris Conference was one forbidding the stringent amendment of the Trading with the Enemy Regulations; and we would like to suggest that if the proposed changes in the law are to be of practical value they should be put in hand without delay. A firm of electrical engineers, in a big way of business, complain that "goods of German manufacture are still pouring into our markets," for example, they "have traced numerous instances of electric pocket lamp batteries . . . of enemy origin . . . still being sold in this country." The German origin of these goods is conclusively proved, the name and address of the manufacturer being "actually found stamped on them." This is a deplorable state of affairs, the responsibility for which rests largely with the Government, whose present regulations are evidently quite inadequate to the purpose in view. In the particular case under notice, the Foreign Trade Department were asked for an explanation of the continued importation of goods of this character, the official reply being that, from inquiries made, the Foreign Secretary was "satisfied that these batteries contained less than 25 per cent. of enemy materials; and were accordingly admitted to this country, under present regulations, as neutral goods." Yet we are assured that these pocket lamp batteries are being made in England by British firms, of a superior quality to the German article, and in sufficient quantities to meet all requirements. Under such circumstances there is no excuse for the continued importation of these mongrel goods from abroad, even if it be true that only 25 per cent. of their materials is German; and we sincerely hope that the "present regulations," under which such an abuse is possible, may soon give way to a saner scheme. If such arrangements as these are thought good enough in war-time, we tremble to think what may happen in peace. —John Bull.

coast, and in some parts the stations could not be more than 20 miles distant from each other. That would mean a permanent force of 20,000 aeroplanes, at a cost of 15 millions, which five Dreadnoughts cost already, and a force of 180,000 officers and men, which was no more than the strength of our original Expeditionary Force.

Lord Montagu interested the meeting by a prophecy as to when the next air raid may be expected. Zeppelins, he said, must have anti-cyclonic conditions of weather, with a comparatively high barometer, and little or no wind. They come over at certain phases of the moon, and so far this year there had been only one raid outside the days regarded as likely on that basis. Some people seemed to think that the recent raid was Germany's last expiring effort of the kind. He could not subscribe to that comforting doctrine.

What, he asked in conclusion, are we going to do with regard to our own air service in the future? He suggested that the Air Board should be given complete control, at least on the supply side, and that there should be one united air service for this country, or even for the Empire. —Times.

## JAPAN AND AMERICA.

## How Japan Views the Mexican Troubles.

Hearty sympathy is expressed for President Wilson in the Japanese press at the problem of dealing adequately with Mexico, a country which they often call the "China of America." At the same time the Japanese papers raise a voice of indignation at the "insinuation" repeatedly published in American newspapers that Japanese warships have been cruising off the western coast of Mexico, that Japanese troops are found in large numbers in the Carranza forces, and that the *de facto* Government is negotiating an alliance with Japan. One of these irate editors bluntly asks: "What would the American public think if we were to say—and we think we are not wholly unwarranted in saying it—that all this trouble in Mexico was started by the protracted campaign conducted by certain sinister interests north of the Rio Grande River?"

In commenting upon President Wilson's Mexican policy, the Tokyo Kokumin, whose editor, Mr. Hiroshi Tokutomi, is perhaps the most brilliant journalist in Japan, declares that neither the Democratic party nor Mr. Wilson is to blame for the deadlock which they now face. In its judgment it is doubtful whether the Republican party and a Republican President could have handled the Mexican situation any more aptly than Mr. Wilson. The Kokumin says:—

"Since Diaz's downfall, Mexico has been torn by dissension. The country has witnessed too many self-styled generals, leaders, and heroes. The so-called pro-American when the sentiment of the leaders have often turned anti-American when the sentiment of the masses seemed unfriendly toward the United States. A vigorous policy seems to invite the hostility of the natives as much as a conciliatory policy provokes distrust and suspicion. It is regrettable that Mr. Wilson under estimated the difficulty of the Mexican question at the beginning of his Presidential career. The success and failure of American policy in Mexico furnish food for reflection on the part of our statesmen entrusted with the adjustment of the Chinese question."

The Toyo Jiji-shimpo, admittedly the most reliable newspaper in Japan, plainly concedes that our punitive expedition into Mexico, though not permissible in the light of international law, was made inevitable by the anarchic condition prevailing in northern Mexico. The Tokyo Asahi is also of the opinion that the incursion of our troops upon Mexican soil is an encroachment upon Mexico's sovereignty, but believes that under the circumstances President Wilson could not have acted otherwise. At the same time, this Tokyo journal frankly admits that Mr. Wilson's Mexican policy has been a failure, saying that the "punitive expedition will never accomplish the purpose for which it is dispatched, but will simply aggravate the situation by incurring the hostility of the natives." We are further reminded:—

"Carranza's peremptory note demanding the withdrawal of the American troops was made inevitable by the anti-American feeling which is uppermost in the hearts of most Mexicans. Carranza himself did not perhaps wish to be so arrogant, for he must certainly remember that President Wilson had been his sincere well-wisher. But any friendly attitude which Carranza may assume toward the American occupation of Mexican soil will not only incur the displeasure of the ignorant masses, but will at once be exploited to his detriment by his opponents, such as Villa and Obregon."

In the judgment of the Osaka Mainichi, a journal which has been none too friendly toward the United States, our expedition to Mexico is justifiable for the following reasons:—

"First, the continuous revolution in Mexico has long been pre-judicial to the life and property of American citizens. Secondly, Carranza's *de facto* Government was made possible by the aid of the Wilson Admini-

## TRAGEDY ACTOR'S EVOLUTION.

## Professor's Theory of Origin in Worshipers of the Dead.

The origin of the tragedy actor was in religious ceremonial rites, declared Professor Ridgway, in the Anthropological Section of the British Association at Newcastle.

In support of this view he pointed to religious observances by people all over the world, in which the actor was really a medium of the spirit of the dead. The actor was a medium of ancient days, he said, and from examination of all the evidence he was led to the conclusion that our tragedy actors had arisen from the worship of the dead.

Sir Arthur Evans, the President of the Association, said that for many years he had been profoundly convinced that the backbone in ancient religion was really conducted with the cult of the dead, and he thought Professor Ridgway's theory of the origin of the tragedy actor was convincing.

## Australian Wheat.

Up to July 25th the Australian Wheat Board had received \$12,250,000 for the sale of wheat abroad and in Australia.

isolation. Carranza should not be so unappreciative as to forget his indebtedness to the United States, but should satisfy any reasonable demand which America may make on him, especially when America is actuated by no other desire than to help Mexico. Thirdly, it is unreasonable on the part of Carranza to restrict the activities of the American troops now on Mexican soil when he is himself powerless to check Villa's brigandage.

"Fourthly, the United States can not withdraw her troops at this moment when the *de facto* Government's inability to preserve peace and order along the border has become more obvious than ever."

With these strong reasons to justify America's "free hand" in Mexico, this Osaka journal believes that there will be no war between the two countries. In the opinion of its editor, we are not yet fully prepared in a military sense to hazard a war with Mexico, while Carranza knows that he will gain nothing by opening hostilities against us.

While the editors in Japan are displaying their friendly sentiments, some of our countrymen in Lower California have taken a diametrically opposite course. A manifesto signed by some twenty Japanese, urging Japan to assist Mexico against the United States, has been largely quoted by the Latin-American press. This manifesto first appeared in the Mexican *Accion Mundial* and has been copied in almost every Spanish paper in the two Americas. As published in the Havana *Heraldo de Cuba*, it runs in part:—

"Japanese, Mexico is a friendly nation. Our commercial bonds with her are great. . . . She is, like us, a nation of heroes who will never consent to the world domination of a hard and brutal race, as are the Yankees."

"We can not abandon Mexico in her struggle against a nation supposedly stronger. The Mexicans know how to defend themselves, but there is lacking aid which we can furnish. If the Yankees invade Mexico, if they seize the California coasts, Japanese commerce and the Japanese Navy will face a grave peril. The Yankees believe as impotent because of the European War, and we will be expelled from American soil and our children from American schools. We will aid the Mexicans. We will aid Mexico against Yankee rapacity. This great and beautiful country is a victim of Yankee hatred toward Japan."

"Our indifference would be a lack of patriotism, since the Yankees already are against us and our divine Emperor. They have seized Hawaii, they have seized the Philippine Islands, near our coasts, and are now about to crush under foot our friend and possible ally and injure our commerce and imperil our naval power." —Literary Digest.



## COMMERCIAL.

## Tin Smelting Profits.

At the last meeting of the Straits Trading Company in Singapore the directors proceeded in American parlance to cut the melon. Hitherto, says the *Mining Journal*, the company has had a capital of \$3,000,000, and it has now been decided to double the capital to \$6,000,000, in 600,000 shares of \$10 each. Of the fresh capital one half will be issued to present shareholders as a bonus, the shares being paid for from existing reserve funds, while the remainder is held in reserve. As noted recently the Company is making considerable enlargements to its plant, notwithstanding which there is a big profit distributed in bonus shares. The Company buys its ores not only in Malaya but from the Dutch Indies, Siam, South Africa, and has even taken consignments from Alaska. The company is probably the largest purchaser of Australian tin ores, and it is admitted that the Australian smelters cannot compete with them for Commonwealth ores. The Company is, of course, the largest tin smelter in the world, and was stated by one of their officials recently to treat about 45,000 tons of concentrate, producing, say, about 30,000 tons of tin, which is disposed of in Singapore, as the company has no branch in London. With the additions to plant now in hand they will probably reach 36,000 tons. We are often told that smelters make little or no profit, but this is obviously a "façon de parler." We recently had occasion to point out the very large dividends paid by the Continental zinc smelters, and it is obvious that the Straits Trading Company is no less prosperous.

## The Future of the Iron and Steel Trades.

The extent to which the resources of industry have been drawn upon to supply the sinews of war leads special force to the observations as to the future of the iron and steel trades which fell from Sir John Blandell at the meeting of the company, remarks the *Journal of Commerce*. While not posing as a prophet, Sir John claimed that the iron and steel industry must be regarded not as the interest of a few individuals, not as the mere property of certain persons who took an interest in a particular manufacture, but as part of their national assets, as part of their national industry, and that it should have something of the care and consideration which an industry that controlled the destinies to a large extent of their nation deserved. But for that overwhelming superiority in the manufacture of iron and steel which was attained by the Germans prior to the war, Germany would never have been able to wage war against the other Powers of Europe. They had not only taken their place as the largest manufacturers of iron and steel in Europe, but they had developed their manufactures under Government auspices to such an extent that their total production was greater than the whole of the Allied production put together. In that position they were able to challenge the rest of Europe. He did not think Great Britain should allow that position to recur, and therefore was of opinion the policy indicated at the Paris Conference was specifically approved by the Prime Minister in the House of Commons should be adopted and carried out, as the Government had given emphatic pledges that it should be carried out. He did not believe any limit could be put to the possibilities of the iron and steel industries in this country in future. Germany made much of Krupp's. For many years before the war no effort that the Government of Germany could put forth to enable Krupp's resources to produce under the most advantageous conditions and to distribute under most advantageous conditions was omitted. Krupp's were pampered and petted in every way that was possible, not because of Messrs. Krupp, but because of the national interest that was at stake and, as Germany conceived behind it. The Government here

## EDUCATION AND RELIGION.

## The German System.

The correspondent of the *Times* recently made the astonishing statement that the German brutality in war was due to the fact that in Germany education was divorced from religion; and he was followed by no less an authority than Lord Parmoor. Professor W. Alison Phillips thereupon wrote to the *Times*:-

"If the German system of education be indeed responsible for those qualities which we have learned justly to condemn in the German Government and people, the moral is hardly the one which Mr. de Montmorency and Lord Parmoor would like us to draw. Mr. de Montmorency, drawing on his own lively imagination, speaks of the German goal of knowledge divorced from morality, of efficiency divorced from responsibility, of life divorced from religion. If he had taken the trouble to consult so accessible an authority as the *Encyclopædia Britannica* (11th ed., s.v. "Education," viii., p. 965 d) he would have found the following short account of the Prussian school system:-"The Prussian system remains to-day both for Catholics and Protestants essentially denominational. All schools, whether elementary or secondary, are Evangelical, Catholic, Jewish, or mixed. In all cases the teachers are appointed with reference to religious faith; religious instruction is given compulsorily in school hours and is inspected by the clergy."

"It is, of course, not the Germans, but our noble Allies the French who have completely secularized national education. Has the result been disastrous to the morale of the French nation? Is true religion weaker or stronger in France than it was when the educational system was effectively controlled by the clergy? Religion will not perish if it ceases to be indifferently taught *ex officio* to herds of inattentive babies in the elementary schools, and religious influence will remain in the only force that tells—the personal character of the masters and mistresses. My own objection to the State concerning itself with the teaching of 'religion' is not theoretical but practical. It is based on the absolute necessity of clearing the ground of this tangle of denominational jealousy, hatred, and all uncharitableness if we are to have any chance of building up a really efficient system of national education. Even Lord Parmoor admits this. He attributes the failure of the attempted solution of 1870 to the want of a broad spirit of sympathetic tolerance. Is there any trustworthy evidence that such a spirit has developed since?"

Mr. Montmorency's excuse for his lack of sincerity with regard to the German educational system, in a subsequent communication, was that his letter was intended to be "non-controversial," and that he thought "despite the not unfamiliar facts as to the Prussian school system, that my view as to the German goal of knowledge is the right one." What seems to be lacking in the make-up of Mr. Montmorency and his school is a sense of the obligations of veracity.

would appreciate in future that the interests of the iron and steel industry throughout the length and breadth of this country should be so regarded and should be so insured that labour and capital not only should find its full reward, but that above all, the works should be secondary to the great national interests which he suggested were at the base of the future of any country which aspired to hold its own position in the world in the days to come. They had men in the iron and steel industry with as good brains and as great ability and competence to defeat Germany in the field of manufacture as their soldiers and sailors were certainly defeating them on the field of battle and on the high seas.—*Journal of Commerce*.

## AIRSHIPS FOR COMMERCE.

## The Future of the "Zeppelins."

Unless the Allies demand the destruction or the yielding up of all her airships Germany will begin peace probably with at least ten or twelve first-class "Zeppelins." These craft will be superior to the small fleet with which quite successful regular airship services were conducted in Germany before the war. They will have experienced crews, and the art of navigating them will have greatly improved. If reports are true, they will include vessels of about 750 feet length, 2,200,000 cubic feet capacity and gross lift of about 65 tons. And it is said that an even greater airship is being built, and that it is intended for an early trip across the Atlantic by way of demonstrating that in the air Germany is "It."

Whether Great Britain will, by the end of the war, possess any rigid airships that could be employed for passenger carrying or for merchant service, or even for counteracting the aerial advertising of Germany, remains to be seen. But whatever the future of the airship in war, there is no doubt at all that it is a craft capable of effective aerial navigation, and that built of sufficient size it will ride out gales rather than attempt to land in them.

As applied to airships the question of prohibition is, if anything, more ridiculous than for aeroplanes; even if a United Europe agreed, it is not likely that the Americans and Asia would be so reactionary. That being so it will be the concern of the great majority of the intelligent classes of the United Kingdom to see that this country is not for ever to be beaten in airship development.

But the question is what part will our airships play after the war? In Germany the big dirigible was started by private enterprise and afterwards supported by the public and the Government. In this country private enterprise was able to achieve little, and until the war the Government gave but scanty encouragement. At the end of the war there will be no private airships in the Kingdom; nor, apparently, any private concerns capable of dealing with big dirigibles.

Germany's Intentions. Germany, on the other hand, will possess the organisation with which she successfully conducted airship passenger lines before the war, and there will be available for commercial purposes the residue of the war fleet. Above all, the German Government will not neglect any opportunity to resume the lead in these matters. The British Government is going to be fully aware of the new problem that will arise, but whether it will in good time see the need to develop airships for peace is by no means sure.

It would appear that private enterprise must supply the deficiency. If that is to be done, however, it would be set to work at once, unless Germany is to be permitted to increase the lead with which she will start peace. The commercial future of the big airship is as definitely assured as is that of the aeroplane. To Germany, where the cost of manufacture and of gas has been brought down to a reasonable figure as the result of sixteen years' continual experiment, the question is simple. In this country we shall not at first profit by Germany's experience, but we shall waste money lavishly and produce the inevitable disappointments. The industry and the public will need all the expert guidance that can be given in order to be steered clear of the charlatan, who is still at large in the land.

The future of the small private airship is not so clearly visible. Such craft are rather more expensive, and for most purposes less capable than aeroplanes, besides requiring more servants. It will be sufficient for the moment to give most attention to the type of craft—viz., big rigid—in which this country will encounter such formidable competition from Germany.

Learning The Lesson. Some of the scribbles, and the journals they wrote in, that before the war bored the public (and helped to produce the spathy of cynicism that was partly responsible for England's lack of preparation) by exaggerations of Germany's airship strength are the same who now eagerly and truthfully point out that the casualties among the German airships have been in excess of the new productions. It is a welcome sign, for there is still need for sane counsel.

## THE PRIMATE'S CALL.

## Bishop of London and 'Woman's Equality.'

The Archbishop of Canterbury has written a "Call" in connection with the National Mission of Repentance. It has been printed on cards with a drawing of John the Baptist preaching and will shortly be distributed. It is as follows:-

"England is fighting a great war for the cause of truth and honour. The greatest victory will not be won if it is our earthly enemies only who are defeated."

"Among us at home the forces of sin and ignorance are mighty. 'You were pledged at your Baptism to fight manfully under Christ's banner against them. Through the National Mission of Repentance and Hope we in Christ's name call upon every English man and woman to strike a blow at Christ's enemies. This is the victory that overcometh the world, even our faith."

The "Call" is accompanied by special forms of prayer for sailors and soldiers, and for the national mission.

In the National Mission Bulletin, which will shortly be issued, it is stated that some exception having been taken to the expression "a woman's equality of calling" in one of the council's resolutions, the chairman (the Bishop of London) has explained that "equality of calling" only means that whatever the vocation is, it has an equal value with any other vocation; it deserves the same recognition, honour, opportunity, justice, and scope. It has nothing to do with identity of vocation. The question of the ministerial priesthood for women has neither been raised at nor considered by the National Mission Council.

The following letter has been received from the Bishop of London:-

I notice in the reports of my address at Tower Hill yesterday that I am reported to have said that every music-hall has 150 bad women every night. It must be very hard to report quite accurately in the midst of a swaying multitude, and of course a slip of the tongue is possible in the midst of ceaseless questions. But I should like to disown making such a sweeping statement about the music-halls in London. I quite agree with my friend Sir Horace Smith-Dorrien that the tone of many of the revues should be changed, and that our men from the front prefer something quite different; but such a statement as I am reported to have made is a libel on the music-halls. I shall be dealing with the question of the moral condition of London on Wednesday, September 20, at St. James's, Piccadilly, at 1.15.—*Times*.

## A Loading Pipe Line.

From Miri, Sarawak, a new submarine loading pipe line of 11,750 ft was successfully launched on Sept. 9 in sixty-four minutes. The line weighs 200 tons, was laid on a wooden way running into the jungle and was towed and laid with the sea end at a depth of 23 feet at low spring tides. It should thus be possible to readily load deep draught tankers. Pipe lines connect with the Miri Storage Tank, seven miles distant. The work owes its inception to Mr. Wyndham Jones and has involved many months' work in making new roads, bungalows and quarters.

the war bored the public (and helped to produce the spathy of cynicism that was partly responsible for England's lack of preparation) by exaggerations of Germany's airship strength are the same who now eagerly and truthfully point out that the casualties among the German airships have been in excess of the new productions. It is a welcome sign, for there is still need for sane counsel.

Perhaps it is permissible to recall the fact that these Notes, while ever urging airship activity by this country, were always accurate in their estimates of the German airship fleet and capacity.—*Observer*.

## HONGKONG SHARE REPORT.

S.—SELLERS; SA.—SALES;  
B.—BUYERS; N.—NOMINAL.

## OFFICIAL PRICES.

BANKS.	
Banks	sa. \$62 1/2
MARINE INSURANCES.	
Cantons	b. \$400
North Chinas	n. 157 1/2
Unions	b. \$325
Yangtzes	n. ex 73 \$235
FIRE INSURANCES.	
China Fires	b. \$154
H. K. Fires	n. \$327
SHIPPING.	
Douglases	b. \$123
Steamboats	b. \$221
Indos (Def.)	b. & sa. \$132
Indos (Pref.)	b. \$46
Shells	n. 112 1/2
Ferries	b. \$28
REFINERIES.	
Sugars	b. \$126
Malabons	n. \$39
MINING.	
Kailans	n. 30/-
Langkats	n. 125
Raubas	n. \$27 1/2
Tronohs	b. 28/6
Urals	n. 34/9
DOCKS, WHARVES, GODOWNS, &C.	
H. K. Wharves	sa. \$85
Kowloon Docks	sa. \$113 1/2
Shai Docks	b. 1.92
LANDS, HOTELS AND BUILDINGS.	
Centrals	b. \$101
H. K. Hotels	n. \$115
Land Invest.	b. \$101
H'phreys Est.	b. \$7.00
K'loon Lands	sa. \$38
Shai Lands	sa. 1.91
West Points	s. \$86
COTTON MILLS.	
Ewos	b. 1.162 1/2
Kung Yiks	b. 1.151
Shai Cottons	b. 1.112
Yangtzeppos	b. 1.6
MISCELLANEOUS.	
Borneos	n. \$8 1/2
China Light & P.	b. \$4.75
Providents	n. \$9.20
Dairy Farms	sa. \$33
Green Islands	sa. \$10.25
H. K. Electric	b. \$54 1/2
H. K. Ice Co.	n. \$160
Ropes	b. \$34
Steel Foundries	b. \$93 1/2
Trams, Low Level	sa. \$7.25
Trams, Peak, old	b. \$10.00
Trams, Peak, new	b. cents 35
Laundries	b. \$21
U. Waterboats	n. \$17.00
Watsons	b. \$6.90
Wm. Powells	b. \$6.90
Morning Posts	b. \$29

## CORRECTED TO MON WEDNESDAY

OCTOBER 25, 1916.

BENJAMIN & POTTS,  
Share and General Brokers,  
Princes Building.

Tel. address: Broker.

## EXCHANGE.

## SELLING.

T/T	.....	2/2 1/4
Demand	.....	2/2 5/16
30 d/s	.....	2/2 3/4
60 d/s	.....	2/2 3/4
4 m/s	.....	2/2 9/16
T/T Shanghai	.....	70 1/4
T/T Singapore	.....	93 1/4
T/T Japan	.....	102 1/2
T/T India	.....	162 1/4
Demand, India	.....	162 1/4
T/T San Francisco	.....	52
co & New York	.....	52
T/T Java	.....	126
T/T Marks	.....	Nom.
T/T France	.....	3.04
Demand, Paris	.....	3.04 1/2

## BUYING.

4 m/s. L/C	.....	2/3 1/16
4 m/s. D/P	.....	2/3 3/16
6 m/s. L/C	.....	2/3 5/16
30 d/s. Sydney & Melbourne	.....	2/3 5/16
30 d/s. San Francisco & New York	.....	53 1/4
4 m/s. Marks	.....	Nom.
4 m/s. France	.....	3.16
6 m/s. France	.....	3.31
Demand, Germany	.....	52 1/4
Demand, New York	.....	52 1/4
T/T Bombay	.....	162 3/4
Demand, Bombay	.....	162 3/4
T/T Calcutta	.....	162 3/4
Demand, Calcutta	.....	162 3/4
Demand, Manila	.....	104 1/4
Demand, Singapore	.....	93 1/4
On Haiphong	.....	4% prem.
On Saigon	.....	3 1/4% prem.
On Bangkok	.....	70 3/4
Sovereign	.....	9.35 Nom.
Gold Leaf, per oz.	.....	52.00
Bar Silver, per oz.	.....	32 1/4

## SUBSIDIARY COINS.

DISCOUNT PER \$100:  
Chinese...20 cts places 11 1/2% dis.  
Chinese...10 " 11 1/2% dis.  
Hongkong 20 cts places 2%  
Hongkong 10 " 2%

## BANKS.

## BANK OF CANTON LIMITED.

## HEAD OFFICE HONGKONG.

FOREIGN EXCHANGE and General Banking Business Transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS Received.

INTEREST ON FIXED DEPOSITS:

For 3 Months 3% per annum

For 6 Months 4% per annum

For 12 Months 4 1/2% per annum

LOOK POON SHAN, Chief Manager.

## NOTICE.

## PEAK TRAMWAY CO LIMITED.

## TIME TABLE.

WEEK DAYS.	
1.00 A.M. to 4.00 A.M.	Every 15 Min.
4.00 A.M. to 10.00 A.M.	10 Min.
10.00 A.M. to 12.00 P.M.	10 Min.
12.00 P.M. to 1.00 P.M.	10 Min.
1.00 P.M. to 2.00 P.M.	10 Min.
2.00 P.M. to 3.00 P.M.	10 Min.
3.00 P.M. to 4.00 P.M.	10 Min.
4.00 P.M. to 5.00 P.M.	10 Min.
5.00 P.M. to 6.00 P.M.	10 Min.
6.00 P.M. to 7.00 P.M.	10 Min.
7.00 P.M. to 8.00 P.M.	10 Min.
8.00 P.M. to 9.00 P.M.	10 Min.
9.00 P.M. to 10.00 P.M.	10 Min.
10.00 P.M. to 11.00 P.M.	10 Min.
11.00 P.M. to 12.00 A.M.	10 Min.
12.00 A.M. to 1.00 A.M.	10 Min.
1.00 A.M. to 2.00 A.M.	10 Min.
2.00 A.M. to 3.00 A.M.	10 Min.
3.00 A.M. to 4.00 A.M.	10 Min.
4.00 A.M. to 5.00 A.M.	10 Min.
5.00 A.M. to 6.00 A.M.	10 Min.
6.00 A.M. to 7.00 P.M.	10 Min.
7.00 P.M. to 8.00 P.M.	10 Min.
8.00 P.M. to 9.00 P.M.	10 Min.
9.00 P.M. to 10.00 P.M.	10 Min.
10.00 P.M. to 11.00 P.M.	10 Min.
11.00 P.M. to 12.00 A.M.	10 Min.
12.00 A.M. to 1.00 A.M.	10 Min.
1.00 A.M. to 2.00 A.M.	10 Min.
2.00 A.M. to 3.00 A.M.	10 Min.
3.00 A.M. to 4.00 A.M.	10 Min.
4.00 A.M. to 5.00 A.M.	10 Min.
5.00 A.M. to 6.00 A.M.	10 Min.
6.00 A.M. to 7.00 P.M.	10 Min.
7.00 P.M. to 8.00 P.M.	10 Min.
8.00 P.M. to 9.00 P.M.	10 Min.
9.00 P.M. to 10.00 P.M.	10 Min.
10.00 P.M. to 11.00 P.M.	10 Min.
11.00 P.M. to 12.00 A.M.	10 Min.
12.00 A.M. to 1.00 A.M.	10 Min.
1.00 A.M. to 2.00 A.M.	10 Min.
2.00 A.M. to 3.00 A.M.	10 Min.
3.00 A.M. to 4.00 A.M.	10 Min.
4.00 A.M. to 5.00 A.M.	10 Min.
5.00 A.M. to 6.00 A.M.	10 Min.
6.00 A.M. to 7.00 P.M.	10 Min.
7.00 P.M. to 8.00 P.M.	10 Min.
8.00 P.M. to 9.00 P.M.	10 Min.
9.00 P.M. to 10.00 P.M.	10 Min.
10.00 P.M. to 11.00 P.M.	10 Min.
11.00 P.M. to 12.00 A.M.	10 Min.
12.00 A.M. to 1.00 A.M.	10 Min.
1.00 A.M. to 2.00 A.M.	10 Min.
2.00 A.M. to 3.00 A.M.	10 Min.
3.00 A.M. to 4.00 A.M.	10 Min.
4.00 A.M. to 5.00 A.M.	10 Min.
5.00 A.M. to 6.00 A.M.	10 Min.
6.00 A.M. to 7.00 P.M.	10 Min.
7.00 P.M. to 8.00 P.M.	10 Min.
8.00 P.M. to 9.00 P.M.	10 Min.
9.00 P.M. to 10.00 P.M.	10 Min.
10.00 P.M. to 11.00 P.M.	10 Min.
11.00 P.M. to 12.00 A.M.	10 Min.
12.00 A.M. to 1.00 A.M.	10 Min.
1.00 A.M. to 2.00 A.M.	10 Min.
2.00 A.M. to 3.00 A.M.	10 Min.
3.00 A.M. to 4.00 A.M.	10 Min.
4.00 A.M. to 5.00 A.M.	10 Min.
5.00 A.M. to 6.00 A.M.	10 Min.
6.00 A.M. to 7.00 P.M.	10 Min.
7.00 P.M. to 8.00 P.M.	10 Min.
8.00 P.M. to 9.00 P.M.	10 Min.
9.00 P.M. to 10.00 P.M.	10 Min.
10.00 P.M. to 11.00 P.M.	10 Min.
11.00 P.M. to 12.00 A.M.	10 Min.
12.00 A.M. to 1.00 A.M.	10 Min.
1.00 A.M. to 2.00 A.M.	10 Min.
2.00 A.M. to 3.00 A.M.	10 Min.
3.00 A.M. to 4.00 A.M.	10 Min.
4.00 A.M. to 5.00 A.M.	10 Min.
5.00 A.M. to 6.00 A.M.	10 Min.
6.00 A.M. to 7.00 P.M.	10 Min.
7.00 P.M. to 8.00 P.M.	10 Min.
8.00 P.M. to 9.00 P.M.	10 Min.
9.00 P.M. to 10.00 P.M.	10 Min.
10.00 P.M. to 11.00 P.M.	10 Min.
11.00 P.M. to 12.00 A.M.	10 Min.
12.00 A.M. to 1.00 A.M.	10 Min.
1.00 A.M. to 2.00 A.M.	10 Min.
2.00 A.M. to 3.00 A.M.	10 Min.
3.00 A.M. to 4.00 A.M.	10 Min.
4.00 A.M. to 5.00 A.M.	10 Min.
5.00 A.M. to 6.00 A.M.	10 Min.
6.00 A.M. to 7.00 P.M.	10 Min.
7.00 P.M. to 8.00 P.M.	10 Min.
8.00 P.M. to 9.00 P.M.	10 Min.
9.00 P.M. to 10.00 P.M.	10 Min.
10.00 P.M. to 11.00 P.M.	10 Min.
11.00 P.M. to 12.00 A.M.	10 Min.
12.00 A.M. to 1.00 A.M.	10 Min.
1.00 A.M. to 2.00 A.M.	10 Min.
2.00 A.M. to 3.00 A.M.	10 Min.
3.00 A.M. to 4.00 A.M.	10 Min.
4.00 A.M. to 5.00 A.M.	10 Min.
5.00 A.M. to 6.00 A.M.	10 Min.
6.00 A.M. to 7.00 P.M.	10 Min.
7.00 P.M. to 8.00 P.M.	10 Min.
8.00 P.M. to 9.00 P.M.	10 Min.
9.00 P.M. to 10.00 P.M.	10 Min.
10.00 P.M. to 11.00 P.M.	10 Min.
11.00 P.M. to 12.00 A.M.	10 Min.
12.00 A.M. to 1.00 A.M.	10 Min.
1.00 A.M. to 2.00 A.M.	10 Min.
2.00 A.M. to 3.00 A.M.	10 Min.
3.00 A.M. to 4.00 A.M.	10 Min.
4.00 A.M. to 5.00 A.M.	10 Min.
5.00 A.M. to 6.00 A.M.	10 Min.
6.00 A.M. to 7.00 P.M.	10 Min.
7.00 P.M. to 8.00 P.M.	10 Min.
8.00 P.M. to 9.00 P.M.	10 Min.
9.00 P.M. to 10.00 P.M.	10 Min.
10.00 P.M. to 11.00 P.M.	10 Min.
11.00 P.M. to 12.00 A.M.	10 Min.
12.00 A.M. to 1.00 A.M.	10 Min.
1.00 A.M. to 2.00 A.M.	10 Min.
2.00 A.M. to 3.00 A.M.	10 Min.
3.00 A.M. to 4.00 A.M.	10 Min.
4.00 A.M. to 5.00 A.M.	10 Min.
5.00 A.M. to 6.00 A.M.	10 Min.
6.00 A.M. to 7.00 P.M.	10 Min.
7.00 P.M. to 8.00 P.M.	10 Min.
8.00 P.M. to 9.00 P.M.	10 Min.
9.00 P.M. to 10.00 P.M.	10 Min.
10.00 P.M. to 11.00 P.M.	10 Min.
11.00 P.M. to 12.00 A.M.	10 Min.
12.00 A.M. to 1.00 A.M.	10 Min.
1.00 A.M. to 2.00 A.M.	10 Min.
2.00 A.M. to 3.00 A.M.	10 Min.
3.00 A.M. to 4.00 A.M.	10 Min.
4.00 A.M. to 5.00 A.M.	10 Min.
5.00 A.M. to 6.00 A.M.	10 Min.
6.00 A.M. to 7.00 P.M.	10 Min.
7.00 P.M. to 8.00 P.M.	10 Min.
8.00 P.M. to 9.00 P.M.	10 Min.
9.00 P.M. to 10.00 P.M.	10 Min.
10.00 P.M. to 11.00 P.M.	10 Min.
11.00 P.M. to 12.00 A.M.	10 Min.
12.00 A.M. to 1.00 A.M.	10 Min.
1.00 A.M. to 2.00 A.M.	10 Min.
2.00 A.M. to 3.00 A.M.	10 Min.
3.00 A.M. to 4.00 A.M.	10 Min.
4.00 A.M. to 5.00 A.M.	10 Min.
5.00 A.M. to 6.00 A.M.	10 Min.
6.00 A.M. to 7.00 P.M.	10 Min.
7.00 P.M. to 8.00 P.M.	10 Min.
8.00 P.M. to 9.00 P.M.	10 Min.
9.00 P.M. to 10.00 P.M.	10 Min.
10.00 P.M. to 11.00 P.M.	10 Min.
11.00 P.M. to 12.00 A.M.	10 Min.
12.00 A.M. to 1.00 A.M.	10 Min.
1.00 A.M. to 2.00 A.M.	10 Min.
2.00 A.M. to 3.00 A.M.	10 Min.
3.00 A.M. to 4.00 A.M.	10 Min.
4.00 A.M. to 5.00 A.M.	10 Min.
5.00 A.M. to 6.00 A.M.	10 Min.
6.00 A.M. to 7.00 P.M.	10 Min.
7.00 P.M. to 8.00 P.M.	10 Min.
8.00 P.M. to 9.00 P.M.	10 Min.
9.00 P.M. to 10.00 P.M.	10 Min.
10.00 P.M. to 11.00 P.M.	10 Min.
11.00 P.M. to 12.00 A.M.	10 Min.
12.00 A.M. to 1.00 A.M.	10 Min.
1.00 A.M. to 2.00 A.M.	10 Min.
2.00 A.M. to 3.00 A.M.	10 Min.
3.00 A.M. to 4.00 A.M.	10 Min.
4.00 A.M. to 5.00 A.M.	10 Min.
5.00 A.M. to 6.00 A.M.	10 Min.
6.00 A.M. to 7.00 P.M.	10 Min.
7.00 P.M. to 8.00 P.M.	10 Min.
8.00 P.M. to 9.00 P.M.	10 Min.
9.00 P.M. to 10.00 P.M.	10 Min.
10.00 P.M. to 11.00 P.M.	10 Min.
11.00 P.M. to 12.00 A.M.	10 Min.
12.00 A.M. to 1.00 A.M.	10 Min.
1.00 A.M. to 2.00 A.M.	10 Min.
2.00 A.M. to 3.00 A.M.	10 Min.
3.00 A.M. to 4.00 A.M.	10 Min.
4.00 A.M. to 5.00 A.M.	10 Min.
5.00 A.M. to 6.00 A.M.	10 Min.
6.00 A.M. to 7.00 P.M.	10 Min.
7.00 P.M. to 8.00 P.M.	10 Min.
8.00 P.M. to 9.00 P.M.	10 Min.
9.00 P.M. to 10.00 P.M.	10 Min.
10.00 P.M. to 11.00 P.M.	10 Min.
11.00 P.M. to 12.00 A.M.	10 Min.
12.00 A.M. to 1.00 A.M.	10 Min.
1.00 A.M. to 2.00 A.M.	10 Min.
2.00 A.M. to 3.00 A.M.	10 Min.
3.00 A.M. to 4.00 A.M.	10 Min.
4.00 A.M. to 5.00 A.M.	10 Min.
5.00 A.M. to 6.00 A.M.	10 Min.
6.00 A.M. to 7.00 P.M.	10 Min.
7.00 P.M. to 8.00 P.M.	10 Min.
8.00 P.M. to 9.00 P.M.	10 Min.
9.00 P.M. to 10.00 P.M.	10 Min.
10.00 P.M. to 11.00 P.M.	10 Min.
11.00 P.M. to 12.00 A.M.	10 Min.
12.00 A.M. to 1.00 A.M.	10 Min.
1.00 A.M. to 2.00 A.M.	10 Min.
2.00 A.M. to 3.00 A.M.	10 Min.
3.00 A.M. to 4.00 A.M.	10 Min.
4.00 A.M. to 5.00 A.M.	10 Min.
5.00 A.M. to 6.00 A.M.	10 Min.
6.00 A.M. to 7.00 P.M.	10 Min.
7.00 P.M. to 8.00 P.M.	10 Min.
8.00 P.M. to 9.00 P.M.	10 Min.
9.00 P.M. to 10.00 P.M.	10 Min.
10.00 P.M. to 11.00 P.M.	10 Min.
11.00 P.M. to 12.00 A.M.	10 Min.
12.00 A.M. to 1.00 A.M.	10 Min.
1.00 A.M. to 2.00 A.M.	10 Min.
2.00 A.M. to 3.00 A.M.	10 Min.
3.00 A.M. to 4.00 A.M.	10 Min.
4.00 A.M. to 5.00 A.M.	10 Min.
5.00 A.M. to 6.00 A.M.	10 Min.
6.00 A.M. to 7.00 P.M.	10 Min.
7.00 P.M. to 8.00 P.M.	10 Min.
8.00 P.M. to 9.00 P.M.	10 Min.
9.00 P.M. to 10.00 P.M.	10 Min.
10.00 P.M. to 11.00 P.M.	10 Min.
11.00 P.M. to 12.00 A.M.	10 Min.
12.00 A.M. to 1.00 A.M.	10 Min.
1.00 A.M. to 2.00 A.M.	10 Min.
2.00 A.M. to 3.00 A.M.	10 Min.
3.00 A.M. to 4.00 A.M.	10 Min.
4.00 A.M. to 5.00 A.M.	10 Min.
5.00 A.M. to 6.00 A.M.	10 Min.
6.00 A.M. to 7.00 P.M.	10 Min.
7.00 P.M. to 8.00 P.M.	10 Min.
8.00 P.M. to 9.00 P.M.	10 Min.
9.00 P.M. to 10.00 P.M.	10 Min.
10.00 P.M. to 11.00 P.M.	10 Min.
11.00 P.M. to 12.00 A.M.	10 Min.
12.00 A.M. to 1.00 A.M.	10 Min.
1.00 A.M. to 2.00 A.M.	10 Min.
2.00 A.M. to 3.00 A.M.	10 Min.
3.00 A.M. to 4.00 A.M.	10 Min.
4.00 A.M. to 5.00 A.M.	10 Min.
5.00 A.M. to 6.00 A.M.	10 Min.
6.00 A.M. to 7.00 P.M.	10 Min.
7.00 P.M. to 8.00 P.M.	10 Min.
8.00 P.M. to 9.00 P.M.	10 Min.
9.00 P.M. to 10.00 P.M.	10 Min.
10.00 P.M. to 11.00 P.M.	10 Min.
11.00 P.M. to 12.00 A.M.	10 Min.
12.00 A.M. to 1.00 A.M.	10 Min.
1.00 A.M. to 2.00 A.M.	10 Min.
2.00 A.M. to 3.00 A.M.	10 Min.
3.00 A.M. to 4.00 A.M.	10 Min.
4.00 A.M. to 5.00 A.M.	10 Min.
5.00 A.M. to 6.00 A.M.	10 Min.
6.00 A.M. to 7.00 P.M.	10 Min.
7.00 P.M. to 8.00 P.M.	10 Min.
8.00 P.M. to 9.00 P.M.	10 Min.
9.00 P.M. to 10.00 P.M.	10 Min.
10.00 P.M. to 11.00 P.M.	10 Min.
11.00 P.M. to 12.00 A.M.	10 Min.
12.00 A.M. to 1.00 A.M.	10 Min.
1.00 A.M. to 2.00 A.M.	10 Min.
2.00 A.M. to 3.00 A.M.	10 Min.
3.00 A.M. to 4.00 A.M.	10 Min.
4.00 A.M. to 5.00 A.M.	10 Min.
5.00 A.M. to 6.00 A.M.	10 Min.
6.00 A.M. to 7.00 P.M.	10 Min.
7.00 P.M. to 8.00 P.M.	10 Min.
8.00 P.M. to 9.00 P.M.	10 Min.
9.00 P.M. to 10.00 P.M.	10 Min.
10.00 P.M. to 11.00 P.M.	10 Min.
11.00 P.M. to 12.00 A.M.	10 Min.
12.00 A.M. to 1.00 A.M.	10 Min.
1.00 A.M. to 2.00 A.M.	10 Min.
2.00 A.M. to 3.00 A.M.	10 Min.
3.00 A.M. to 4.00 A.M.	10 Min.
4.00 A.M. to 5.00 A.M.	10 Min.
5.00 A.M. to 6.00 A.M.	10 Min.
6.00 A.M. to 7.00 P.M.	10 Min.
7.00 P.M. to 8.00 P.M.	10 Min.
8.00 P.M. to 9.00 P.M.	10 Min.
9.00 P.M. to 10.00 P.M.	10 Min.
10.00 P.M. to 11.00 P.M.	10 Min.
11.00 P.M. to 12.00 A.M.	10 Min.
12.00 A.M. to 1.00 A.M.	10 Min.
1.00 A.M. to 2.00 A.M.	10 Min.
2.00 A.M. to 3.00 A.M.	10 Min.
3.00 A.M. to 4.00 A.M.	10 Min.
4.00 A.M. to 5.00 A.M.	10 Min.
5.00 A.M. to 6.00 A.M.	10 Min.
6.00 A.M. to 7.00 P.M.	10 Min.
7.00 P.M. to 8.00 P.M.	10 Min.
8.00 P.M. to 9.00 P.M.	10 Min.
9.00 P.M. to 10.00 P.M.	10 Min.
10.00 P.M. to 11.00 P.M.	10 Min.
11.00 P.M. to 12.00 A.M.	10 Min.
12.00 A.M. to 1.00 A.M.	10 Min.
1.00 A.M. to 2.00 A.M.	10 Min.
2.00 A.M. to 3.00 A.M.	10 Min.
3.00 A.M. to 4.00 A.M.	10 Min.
4.00 A.M. to 5.00 A.M.	10 Min.
5.00 A.M. to 6.00 A.M.	10 Min.
6.00 A.M. to 7.00 P.M.	10 Min.
7.00 P.M. to 8.00 P.M.	10 Min.
8.00 P.M. to 9.00 P.M.	10 Min.
9.00 P.M. to 10.00 P.M.	10 Min.
10.00 P.M. to 11.00 P.M.	10 Min.
11.00 P.M. to 12.00 A.M.	10 Min.
12.00 A.M. to 1.00 A.M.	10 Min.
1.00 A.M. to 2.00 A.M.	10 Min.
2.00 A.M. to 3.00 A.M.	10 Min.
3.00 A.M. to 4.00 A.M.	10 Min.
4.00 A.M. to 5.00 A.M.	10 Min.
5.00 A.M. to 6.00 A.M.	10 Min.
6.00 A.M. to 7.00 P.M.	10 Min.
7.00 P.M. to 8.00 P.M.	10 Min.
8.00 P.M. to 9.00 P.M.	10 Min.
9.00 P.M. to 10.00 P.M.	10 Min.
10.00 P.M. to 11.00 P.M.	10 Min.
11.00 P.M. to 12.00 A.M.	10 Min.
12.00 A.M. to 1.00 A.M.	10 Min.
1.00 A.M. to 2.00 A.M.	10 Min.
2.00 A.M. to 3.00 A.M.	10 Min.
3.00 A.M. to 4.00 A.M.	10 Min.
4.00 A.M. to 5.00 A.M.	10 Min.
5.00 A.M. to 6.00 A.M.	10 Min.
6.00 A.M. to 7.00 P.M.	10 Min.
7.00 P.M. to 8.00 P.M.	10 Min.
8.00 P.M. to 9.00 P.M.	10 Min.
9.00 P.M. to 10.00 P.M.	10 Min.
10.00 P.M. to 11.00 P.M.	10 Min.
11.00 P.M. to 12.00 A.M.	10 Min.
12.00 A.M. to 1.00 A.M.	10 Min.
1.00 A.M. to 2.00 A.M.	10 Min.
2.00 A.M. to 3.00 A.M.	10 Min.
3.00 A.M. to 4.00 A.M.	10 Min.
4.00 A.M. to 5.00 A.M.	10 Min.
5.00 A.M. to 6.00 A.M.	10 Min.
6.00 A.M. to 7.00 P.M.	10 Min.
7.00 P.M. to 8.00 P.M.	10 Min.
8.00 P.M. to 9.00 P.M.	10 Min.
9.00 P.M. to 10.00 P.M.	10 Min.
10.00 P.M. to 11.00 P.M.	10 Min.
11.00 P.M. to 12.00 A.M.	10 Min.
12.00 A.M. to 1.00 A.M.	10 Min.
1.00 A.M. to 2.00 A.M.	10 Min.
2.00 A.M. to 3.00 A.M.	10 Min.
3.00 A.M. to 4.00 A.M.	10 Min.
4.00 A.M. to 5.00 A.M.	10 Min.
5.00 A.M. to 6.00 A.M.	10 Min.
6.00 A.M. to 7.00 P.M.	10 Min.
7.00 P.M. to 8.00 P.M.	10 Min.
8.00 P.M. to 9.00 P.M.	10 Min.
9.00 P.M. to 10.00 P.M.	10 Min.
10.00 P.M. to 11.00 P.M.	10 Min.
11.00 P.M. to 12.00 A.M.	10 Min.
12.00 A.M. to 1.00 A.M.	10 Min.
1.00 A.M. to 2.00 A.M.	10 Min.
2.00 A.M. to 3.00 A.M.	10 Min.
3.00 A.M. to 4.00 A.M.	10 Min.
4.00 A.M. to 5.00 A.M.	10 Min.
5.00 A.M. to 6.00 A.M.	10 Min.
6.00 A.M. to 7.00 P.M.	10 Min.
7.00 P.M. to 8.00 P.M.	10 Min.
8.00 P.M. to 9.00 P.M.	10 Min.
9.00 P.M. to 10.00 P.M.	10 Min.
10.00 P.M. to 11.00 P.M.	10 Min.
11.00 P.M. to 12.00 A.M.	10 Min.
12.00 A.M. to 1.00 A.M.	10 Min.
1.00 A.M. to 2.00 A.M.	10 Min.
2.00 A.M. to 3.00 A.M.	10 Min.
3.00 A.M. to 4.00 A.M.	10 Min.
4.00 A.M. to 5.00 A.M.	10 Min.
5.00 A.M. to 6.	



The list will be closed on or before 15th November, 1916.

## HONGKONG GOVERNMENT SIX PER CENT. WAR LOAN OF 1916.

Issue of \$3,000,000 Hongkong Currency six per cent.  
Bonds to Bearer authorised by the War Loan Ordinance 1916.

THE PROCEEDS OF THE LOAN WILL BE  
HANDED OVER TO THE IMPERIAL  
GOVERNMENT AS A WAR CONTRIBUTION  
FROM THE COLONY OF HONGKONG.

THE PRINCIPAL AND INTEREST OF THIS LOAN ARE  
GUARANTEED BY THE GOVERNMENT OF HONGKONG  
AND ARE SECURED BY THE REVENUES  
OF THE COLONY.

PRICE OF ISSUE - \$100 PER CENT.

Interest payable - 1st May and 1st November.  
First Coupon for full six months interest payable - 1st May 1917.  
Principal repayable at par on - 1st November 1928, or, at the  
option of the Government of Hongkong, principal may be  
wholly or partially repaid at any time after the fifth year,  
by drawings of Bonds.

The Hongkong & Shanghai Banking Corporation, Hongkong,  
are instructed by the Government of Hongkong to invite subscriptions  
for the above Loan.

The Bonds will be issued in denominations of \$100, \$50, \$25, \$10,  
\$5,000 and \$1,000, payable to Bearer with half yearly interest  
coupons attached payable 1st May and 1st November, at the office  
of the Hongkong and Shanghai Banking Corporation, Hongkong.

The first coupon will be attached to Scrip Certificates which  
will be exchanged later for definitive Bonds.

This loan will be free from any local taxation as regards both  
principal and interest.

Applications will be received by the Hongkong and Shanghai  
Banking Corporation, Hongkong, from whom the necessary printed  
forms can be obtained. Such applications must be for \$100 or any  
multiple thereof and be accompanied by a deposit of 25% of the  
amount applied for.

Applications may be accepted in whole or in part, and in the  
event of partial allotment the surplus amount paid as deposit will  
be appropriated towards the payment of instalments due on allotment.

The Government has the right to refuse any application.  
Payment will be required as follows, viz.:-  
25 per cent. on application.  
25 " " allotment (4th December, 1916).  
25 " " 15th December, 1916.  
25 " " 15th January, 1917.  
100%

In case of default in the payment of any instalment at its due  
date, the deposit and instalments previously paid will be liable to  
forfeiture.

Script Certificates, with coupon attached for the first half year's  
interest due on 1st May 1917, will be issued after payment of the  
instalment due on allotment, and such certificates, when fully paid,  
will be exchangeable for Bonds when received. Notice will be  
given when Bonds are ready for delivery.

HONGKONG & SHANGHAI BANKING CORPORATION,  
Hongkong, October 25, 1916.

### HONGKONG GYMKHANA

#### CLUB.

THE FIFTH GYMKHANA  
MEETING OF THE SEASON  
will be held at HAPPY  
VALLEY on SATURDAY, the  
28th October, 1916 commencing  
3.15 p.m.  
The Charge of Admission will  
be \$1.00 for others than Members  
of the Hongkong Jockey Club or  
Gymkhana Club.  
Soldiers and Sailors in uniform  
Half Price.  
The Committee invite the  
Ladies of Hongkong to be present.  
R. M. DYER,  
Chief Manager.  
Hongkong, October 25, 1916.

## PETER DAWSON



SOLE AGENTS:

H. BUTTONEE & SON.

### POST OFFICE.

#### CHRISTMAS AND NEW YEAR PARCEL MAIL.

The Public are informed that the  
Christmas and New Year Parcel Mail to  
the United Kingdom will be closed in  
this Office at 5 p.m. on the 16th November.  
This Mail is due in London on the 24th  
December. The above date of departure  
is liable to alteration.

Correspondence addressed to enemy  
subjects in China, Siam, Liberia and  
Portuguese East Africa, Persia and Mor-  
occo cannot be transmitted.

The Services to Germany, Austria, Bul-  
garia and the Ottoman Empire are  
suspended.

Ships in communication with Cape  
D'Aguilar Radio Telegraph Station:-

GREGORY APCAR EMP. OF RUSSIA  
BORNEO MARU CORDILLERE  
CHICAGO MARU

#### MAILS DUE.

Europe (English Mail) - Per NYANZA,  
26th Oct.  
Europe (London 27th Sept. via Sibe) -  
Per LUCHOW, 27th Oct.

#### MAILS CLOSE TO-DAY.

Shanghai & N. China - Per WINGSANG,  
25th Oct. 5 p.m.

#### TO-MORROW.

Swatow & Hongkong - Per DRUFAR, 26th  
Oct. 10 a.m.

Straits, Ceylon & India via Bombay -  
Per BOMBAY M., 26th Oct. 10 a.m.

Hongkong & Shanghai - Per HONGKONG,  
26th Oct. 11 a.m.

Philippine Is. - Per TEAN, 26th Oct.  
11 a.m.

Saigon - Per YUNGSHIN, 26th Oct.  
11 a.m.

Shanghai & N. China - Per SINKIANG,  
26th Oct. 3 p.m.

Shanghai & N. China, Japan  
via Moji (Europe via Siberia) -  
Per NYANZA, 26th Oct.  
Registration 4.15 p.m. Letters  
5 p.m.

[Shanghai Ch. P.O. Monday, 30th Oct.]

#### FRIDAY, 27th October.

Hongkong & Shanghai - Per LOESANG,  
27th Oct. 7 a.m.

Shanghai & N. China, Japan  
via Moji (Europe via Siberia) -  
Per KAMO MARU, 27th  
Oct. Registration 5 p.m. Letters  
9 a.m. 27th.

[Shanghai Ch. P.O. Monday, 30th Oct.]

Pakhoi & Hongkong - Per KALFONG,  
27th Oct. 9 a.m.

Swatow, Amoy & Fuchow - Per HAI-  
TAN, 27th Oct. 11 a.m.

#### SATURDAY, 28th October.

Swatow - Per VAN SPILBERGEN, 28th  
Oct. 11 a.m.

Sardakan - Per MAUSANG, 28th Oct.  
11 a.m.

Philippine Is. - Per YUENSANG, 28th  
Oct. 2 p.m.

Shanghai & N. China - Per ANHUI, 28th  
Oct. 5 p.m.

#### SUNDAY, 29th October.

Swatow, Amoy & Fuchow via Keelung  
- Per AMAKUSA MARU,  
29th Oct. 9 a.m.

#### MONDAY, 30th October.

Shanghai & N. China, Japan  
via Moji, Victoria & Seattle -  
Per KAMAKURA M., 30th  
Oct. 11 a.m.

Philippine Is., Batavia, Samarang, Soura-  
baia & Port Moresby -  
Per KAMAKURA M., 30th  
Oct. 11 a.m.

[Shanghai Ch. P.O. Saturday, 4th Nov.]

#### TUESDAY, 31st October.

Swatow, Amoy & Fuchow - Per HAI-  
CHING, 31st Oct. 11 a.m.

Philippine Is. - Per CHIN HUA, 31st Oct.  
3 p.m.

Shanghai & N. China, (Europe  
via Siberia) - Per LUCHOW,  
31st Oct. Registration 2.15  
p.m. Letters 3 p.m.

[Shanghai Ch. P.O. Saturday, 4th Nov.]

#### WEDNESDAY, 1st November.

Shanghai, N. China, Japan via  
Nagasaki, Victoria, Vancouver,  
United States, Central, South  
America & United Kingdom via  
Canada, (Europe via Siberia) -  
Per EMPRESS OF RUSSIA,  
1st Nov. Registration 4.15 p.m.  
Letters 5 p.m.

[Shanghai Ch. P.O. Monday, 6th Nov.]

#### FRIDAY, 3rd November.

Philippine Is., Australia &  
New Zealand via Port Darwin  
& New Guinea via Thursday Is.  
- Per TAIYUAN, 3rd Nov.  
Registration 10.15 a.m. Letters  
11 a.m.

Straits, Borneo, Ceylon, Ad-  
elaide, Western Australia, India,  
Aden, Egypt & Europe. (The  
parcel mail will be closed on  
Thursday, 2nd Nov., at 5 p.m.)  
- Per NORE, 3rd Nov. Regis-  
tration 10.15 a.m. Letters  
11 a.m.

### SHIPPING NEWS.

#### ARRIVED.

Bombay M. Jap. s.s. Shinohara, 24th  
Oct. - Moji, 18th Oct. Gen. - N.Y.K.  
Harakawa M. Jap. s.s. 1,867, Kobayashi,  
24th Oct. - Poonoon, 24th Oct.  
Sugar - M. B. K.  
Tientsin, Br. s.s. 1,227, Cowan, 24th Oct.  
- Weihaiwei, 19th Oct. - Beam-  
B. & S.

Amakusa M. Jap. s.s. 1,370, Konishi, 25th  
Oct. - Swatow, 14th Oct. Gen. - O.S.K.  
Chincho, Br. s.s. 1,159, Doyle, 25th  
Oct. - Port Paschal, 24th Oct. Gen.  
- B. T. & Co.

Yushun, Chl. s.s. 880, Legge, 25th Oct.  
- Bangkok, 16th Oct. Rice - C. M. S. N.  
Co.

Haitan, Br. s.s. 1,183, Thompson, 25th  
Oct. - Swatow, 24th Oct. Gen. - D. L.  
& Co.

Shinyo M. Jap. s.s. 6,375, Filmer, 25th  
Oct. - San Francisco, 23rd Sept. Gen.  
- T. K. K.

#### DEPARTED.

Oct. 23.  
Gregory Apar for Kobe via Shanghai  
Kaishin M. for Singapore

Oct. 24.  
Kukiang for Newchwang  
Ching M. for Tacoma via Manila  
Sochu M. for Takao via Swatow  
Borne M. for Batavia & Sourabaya  
Kwangwai for Canton  
Kachin M. for Marse  
Ousang for Hongkong

#### CLEARANCES AT THE HARBOUR OFFICE.

Oct. 24.  
Cheong for Shanghai

Oct. 25.  
Haihong for Fuchow via Swatow  
Telemachus for Saigon  
Haimun for Singapore  
Yei M. for Chinwangtao  
Kwangwai for Canton  
Tientsin M. No. 2, for Singapore  
Kaijin M. for Singapore  
Taki M. for Singapore  
Taiyo M. No. 1, for Singapore  
Kaiko M. for Singapore

#### PASSENGERS ARRIVED.

Per s.s. AMAKUSA M. from Swatow,  
on Oct. 25.  
Saitrice A. Bault G

Per s.s. SHINYO MARU, from San  
Francisco, on Oct. 23.

Alban H. Lofus Wm M

Allen Miss B H Lofus Mrs Wm M

Beach Rev F P Mitchell Miss C M

Beach Mrs F P Mitamura Mrs T

Beach Miss F Morren T

Blackburn Mrs M C Morder Mrs E M

Blackburn Miss D F Morse H G

Bowers R Martine S

Cherrier Miss P L Morente J

Clemens D E McHutchens Mr &

Camp Rencoret C Mrs J M

Crawley P S No thcutt R L

De Armond Lt G W Peart Mrs M H

De Armond Mrs G W Petelharling D N R

Doir Miss M Peterson G H

Francis H W Smith Mr & Mrs J

Dempsey H K Poirer W A

Daniels Mr & Mrs Poirer W A

Endley Mr & Mrs Richard Mrs E M

H S Robbins Mr & Mrs

Endley Miss D G L

Francis H W Smith Mr & Mrs

Humphreys Mr & Mrs D L

Mrs C Stedman Mrs L

Hong Mr & Mrs B Sutherland Mr and

Hong Miss A Mrs R

Hargis O D Solomon B E

Hargis Master P M Salinas Miss G

Howard W C G Tolman L I

Howard Mrs W C G Tolman Miss L B

Haskell Mrs F Tolman Master T B

Johnson Miss K Tolman Miss A

Johnson Miss J Tolman Miss A

Johnson Miss K Tolman Miss A

Johnson Miss J Tolman Miss A

Johnson Miss K Tolman Miss A

Johnson Miss J Tolman Miss A

Johnson Miss K Tolman Miss A

Johnson Miss J Tolman Miss A

Johnson Miss K Tolman Miss A

Johnson Miss J Tolman Miss A

Johnson Miss K Tolman Miss A

Johnson Miss J Tolman Miss A

Johnson Miss K Tolman Miss A

Johnson Miss J Tolman Miss A

Johnson Miss K Tolman Miss A

### WEATHER REPORT.

On the 25th at 11.15 - No returns from  
Japan or N.E. China.

Pressure has increased in all other  
districts: considerably along the east  
coast of China, moderately over Formosa,  
and slightly elsewhere.

Strong monsoon is indicated along the  
east coast of China and over the N. China  
Sea.

Hongkong Rainfall for the 24 hours  
ending at 10 a.m. to-day, 0.06 inch.  
Total since January 1st, 1916, 12.73 inches,  
against an average of 80.19 inches.

FORECAST FOR THE 24 HOURS  
ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong to Gap Rock. N.E. winds,  
fresh to strong; fair, cooler.

2 Formosa Channel. N.E. winds,  
strong.

4 South coast of China be-  
tween H.K. and Hainan. The same  
as No. 1.

3 South coast of China be-  
tween H.K. and Lamoch. The same  
as No. 1.

China Coast Meteorological Register.  
25th October, a.m.

Station. Hour. Barometer. Temperature. Humidity. Wind. Force. Weather.

Victoria 6a

Nemuro 5a

Bahodate

Kochi

Nagasaki

Kagima

Oshima

Naha

Ishima

Shimoda

Yokohama

Choshi

Shanghai 6a

Wharfedale

Hankow

Ichang

Kiukiang

Changsha

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

Shanghai 6a

### ENTERTAINMENTS.

## VICTORIA THEATRE.

MONDAY, OCTOBER 23, 1916.

BAND NIGHT.

## THE BATTLE OF THE SOMME, (LAST NIGHT).

1st and 2nd EPISODES of the

## RED CIRCLE.

TUESDAY, OCTOBER 24, 1916.

The Thrilling Serial Play:

3rd and 4th EPISODES of